



912C SERIES 2

The 912C is the most modern dumptruck on the market. Resulting from our use of innovative technology and uncompromising attention to development and quality. Available in rear tip or MultiTip, the 912C offers the very best in comfort, efficiency, safety and profitability. Powerful arguments...obvious advantages!

Pivot steer with 12° oscillation

The 912C series 2 is based on an articulated chassis with hydraulic stabilisers in the pivot joint for anti roll. For high strength and low weight the chassis is constructed from high tensile steel.

- ◆ Incredibly flexible and compact
- ◆ Unique weight transfer system for stability - due to the centre pivot
- ◆ Constant tracking of front and rear wheels for less ground damage
- ◆ Small turning radius
- ◆ Precise positioning of the body when unloading

Intelligent transmission

Modern technology has made it very easy to operate a Hydrema dumptruck. Electronic monitoring of the transmission ensures continuous optimum gear shift - even the best operator cannot hope to achieve that.

Hydrema has equipped the 912C series 2 with a 6-speed ZF ERGO-power transmission with intelligent gear selection, e.g. the transmission shifts up two gears if there is no stress on the transmission. Combined with the engine's high torque, this results in rapid and smooth acceleration, even when operating fully loaded.

The advantages are obvious: Engine power is utilised in the optimum manner which means lower fuel consumption. The intelligent transmission also means high operator comfort and reduces stress on the other transmission components.

Protected rear lights

The rear lights are located on the underside of the dump body. **The advantages are obvious:** The rear lights are protected both when driving and unloading.

Unsurpassed cross-country performance

- ◆ Wide tyres as standard for maximum stability and low ground pressure
- ◆ Designed to drive fully loaded even in very difficult terrain and in confined working areas

The Hydrema 912C series 2 can operate in the most difficult conditions and terrain as a result of its unrivalled off road performance. Hydrema 912C series 2 is also particularly well-suited to areas which call for light treading applications such as golf courses, where the low weight, wide twin tyres and pivot geometry keep ground damage to a minimum.

High-torque engine

Working in rugged and soft terrain puts great demands on the engine and the transmission. The 912C series 2 is therefore equipped with a modern 4.4 litre Perkins engine with an air/air intercooler - an engine which produces as much as 380 Nm of torque at 1000 rpm, and a max. torque of 434 Nm at 1400 rpm.

The advantages are obvious: Plenty of low-end power means superb traction characteristics in difficult terrain - even with a full load.

Low fuel consumption

Running costs are a crucial factor for a modern contractor when purchasing equipment. Hydrema's "small" dumptruck has an optimum performance/weight ratio. The performance/weight ratio is as high as 13.9 kW/t when empty and 5.38 kW/t when fully loaded. With a full tank of 140 L the latest Perkins stage 2 engine will in most jobs operate for 2 shifts before refuelling.



Electric tipping brake

912C series 2 is equipped with a tipping brake. By pushing the button situated on the joystick you can easily activate the brake to keep the machine in its place while the body is tipping.

180° MultiTip (option)

Work is often carried out in confined areas where it is not possible to unload material in the optimum manner by tipping at the rear. 912C series 2 can therefore be fitted with a unique MultiTip function which enables the dump body to be continuously rotated through an angle of 180° - also during the tipping process itself. The MultiTip consists of a compact swing system with rapid dumping at the rear and to both sides. The swing system is supported in a robust ball-bearing system. The pivotal movement takes place by means of two double-acting cylinders.

A comfortable cab increases productivity

The engine's location behind the operator's cab ensures that the driver has 100% unobstructed forward visibility.

This is also a great advantage if the dumptruck is equipped with, e.g. a front-mounted brush or snow plough. The 912C series 2's wide and stable mirror arms offers the operator the best possible rear visibility when reversing or dumping.

Cab suspension

Dumptrucks are often operated in rugged terrain and at high speed. It is therefore not difficult to imagine that the working conditions for a dumptruck operator can be very tough. Hydrema has taken this into account by developing a cab with spring suspension with 2 rear shock absorbers and front rubber mountings. The spring suspension also enables the cab to be insulated from the chassis.

The advantages are obvious: A high level of comfort in rugged terrain and low noise levels in the cab.

Gearshift and tipping function combined in one control lever

When driving the dumptruck the operator normally uses the steering wheel most of the time. At the same time he has to change gear, direction of travel and be able to use the tipping function. In Hydrema's 912C series 2 the gear shift, the reverser and tipping function are all operated from the same joystick, which is integrated into the right armrest.

The advantages are obvious: The left hand is always free to operate the steering wheel and all other functions can be operated via one control lever. The armrest provides relief during a long working day.



Computer - hire menu

The 912C series 2 is equipped with a service computer with a hire menu. The computer constantly monitors the machine's chief components, thus enabling the customer to maintain the machine in first class condition, which in turn minimises running costs. The menu gives the customer new possibilities with regard to management of the operation of the machine. After hiring out, data can be downloaded from the computer detailing the number of hours of operation, the number of kilometres driven and any service alarms during the hire period.

Automotive pedal position

This term refers to the fact that the pedals are arranged as in a normal street car.

The advantages are obvious: Easy to operate - even for beginners. Simple and easy control makes the 912C series 2 suitable for hiring out - even when not accompanied by a driver.

TECHNICAL DATA:

Chassis:

Articulated chassis in a heavy-duty construction with integral axles. Centre pivot with pendulum bar and two hydraulic stabilisers. The pivot is fitted with spherical bearings for oscillation. The 140 l fuel tank and the hydraulic tank are fully integrated into the front chassis.

Steering:

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

Axles:

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

Brakes:

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

Tyres:

Twin tyres: 600/55-26.5.

Diesel engine:

Perkins 1104C-44TA stage 2 engine. 4.4 l turbo diesel engine with air/air intercooler and direct injection. 91 kW/123 hp at 2200 rpm. Max. torque 434 Nm at 1400 rpm. (380 Nm at 1000 rpm). Min. 90% torque available from 1000-2200 rpm. Latest engine technology which meets EEC stage 2 requirements for exhaust emission.

Transmission:

ZF 6-speed fully automatic ErgoPower transmission 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 84 l/min. with priority for steering. Separate pump for brakes and stabilisers. Working pressure: 200 bar. Oil tank: 80 l.

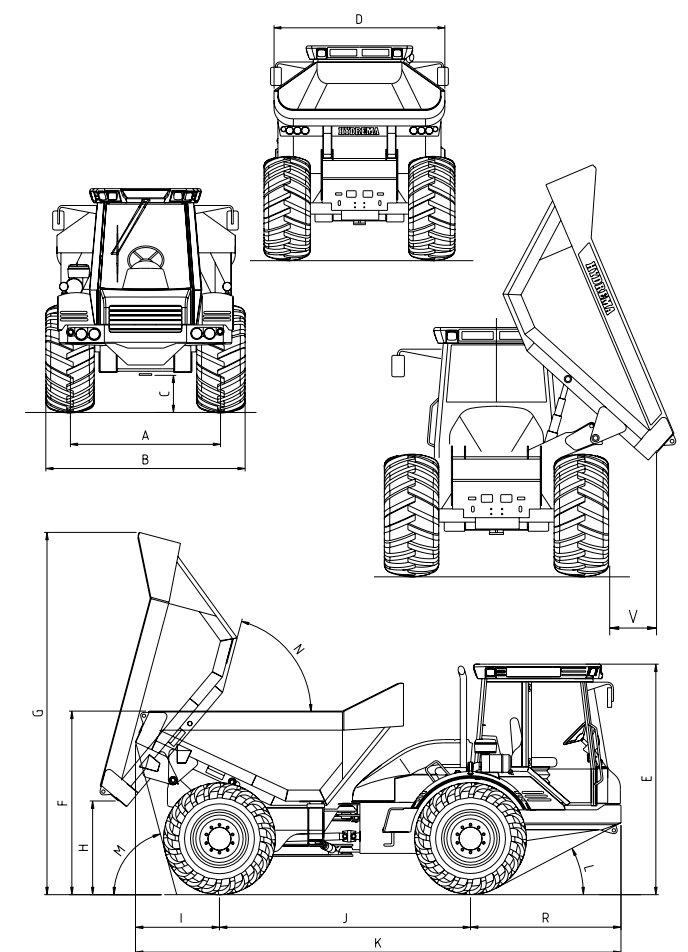
Body:

Manufactured in robot-welded high tensile steel.

MultiTip (option):

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

	Rear:	MultiTip:
Total weight	16,960 kg	17,420 kg
Unladen weight	6,960 kg	7,420 kg
Load capacity	10,000 kg	10,000 kg
Axle load, front (unladen)	4,140 kg	4,220 kg
Axle load, rear (unladen)	2,820 kg	3,200 kg
Axle load, front (laden)	6,320 kg	6,680 kg
Axle load, rear (laden)	10,620 kg	10,740 kg
A Track	1,860 mm	1,860 mm
B Total width: Std. tyres	2,470 mm	2,470 mm
Opt. tyres	2,200 mm	2,200 mm
C Ground clearance	400 mm	400 mm
D Width, dump body	2,210 mm	2,210 mm
E Max. height	2,750 mm	2,750 mm
F Loading height	2,170 mm	2,320 mm
G Max. height for tipping	4,215 mm	4,450 mm
H Tipping clearance	1,050 mm	1,200 mm
I Overhang, rear	1,000 mm	920 mm
J Wheelbase	3,080 mm	3,080 mm
K Overall length	5,820 mm	5,900 mm
L Approach angle, front	27 °	27 °
M Departure angle, rear	73 °	27 °
N Tipping angle	75 °	67 °
R Overhang, front	1,820 mm	1,820 mm
V Overhang when tipping		500 mm
Capacity	5.6 m ³	5.6 m ³
Turning radius	6.1 m	6.1 m
Tipping time	6 sec.	8 sec.



Developed for YOUR benefit...

- ◆ Unsurpassed cross-country capabilities
- ◆ Light, compact and articulated chassis
- ◆ 10 tonne capacity
- ◆ Extremely low fuel consumption
- ◆ Cab suspension for optimum comfort
- ◆ Unique 180° MultiTip function
- ◆ High-torque stage 2 low-emission engine
- ◆ Fully automatic transmission with joystick control
- ◆ Computer-controlled instrument panel with intelligent hire menu
- ◆ Electric tipping brake



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STANDARD EQUIPMENT:

Safety...

- ◆ Large side-view mirrors with swivel joint
- ◆ Watertight enclosed electrical connections
- ◆ Double front lights
- ◆ Rear lights integrated into the dump body
- ◆ Non-slip steps for cab access and egress
- ◆ Acoustic reversing alarm
- ◆ Maintenance-free service and parking brake
- ◆ Electric tipping brake
- ◆ Rear view camera

Cab - Comfort...

- ◆ Cab suspension with 2 rear shock absorbers and front rubber blocks
- ◆ Wiper motor - interval function/sprinkler
- ◆ Multifunction "joystick" in right armrest
- ◆ Rubber-suspended steering orbitrol (low noise)
- ◆ Service computer with hire menu
- ◆ Maintenance-free plastic mud guards
- ◆ Adjustable steering wheel

Transmission...

- ◆ Cooling system - air-cooled transmission oil
- ◆ Transmission with intelligent gear selection
- ◆ Permanent 4-wheel drive
- ◆ Rear axle with 100% hydraulic differential lock
- ◆ Front axle with automatic limited slip

Chassis...

- ◆ Articulated with two hydraulic stabilisers in the pivot
- ◆ Constant tracking alignment of front and rear wheels
- ◆ Twin tyres for max. stability and low ground pressure
- ◆ 12° oscillation in centre pivot

Miscellaneous...

- ◆ 120 AMP. Generator



OPTIONAL EQUIPMENT:

- ◆ 180° MultiTip
- ◆ Beacon light (lamp w/ bulb)
- ◆ Warning triangle
- ◆ Air suspension seat
- ◆ Radio/cassette player, stereo
- ◆ Heated side-view mirrors
- ◆ Engine pre-heater
- ◆ Air-condition
- ◆ Tyres 17.5 x 25 EM (narrow)
- ◆ Trailer coupling - threaded plate/bolts
- ◆ Extended upper edge for dump body
- ◆ Lock for oscillation - increased stability when tipping
- ◆ Rear light protection
- ◆ Bio hydraulic oil
- ◆ Front-mounted three-point hitch
- ◆ Belly plate - protects the engine and transmission
- ◆ Central lubrication system



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