DAFTAR LAMPIRAN

Lampiran L1    Brosur *Dump Truck*

Lampiran L2    *Slide Analysis Information*
LAMPIRAN I

BROSUR *DUMP TRUCK*
**Standard Equipment for Base Machine**

- **Engine:**
  - Automatic Idling Setting System (AIISS)
  - Alternator, 90A/24V
  - Batteries, 4 x 12V/170Ah
  - EPA Tier 2 emission regulation certified engine, Komatsu SAA12V140E-3
  - Mode selection system with VHPC
  - Starting motor, 2 x 7.5 kW

- **Cab:**
  - Ashtray
  - Cigarette lighter
  - Cup holder
  - Electronic dump control system with body positioner
  - Electronic maintenance display/monitoring system
  - Laminated glass, front
  - Operator seat, reclining, suspension type with retractable 78 mm 3” width seat belt
  - Passenger seat with retractable seat belt
  - Power window (LH)
  - ROPS cab with ROPS, sound suppression type
  - Space for lunch box
  - Steering wheel, tilt and telescopic

- **Lighting System:**
  - Back-up light
  - Hazard lights
  - Headlights
  - Indicator, stop and tail lights

- **Guard and Covers:**
  - Cab guard
  - Canopy split guard
  - Drive shaft guard (front and rear)
  - Exhaust thermal guard
  - Fire protective covers

- **Safety Equipment:**
  - Alarm, backup
  - Anti-pitching 4-wheel oil-cooled multiple disc retarder (AP-FOUR)
  - Automatic Retard Speed Control (ARSIC)
  - Automatic supplementary steering
  - Coolant temperature alarm and light
  - Hand rails for platform

- **Other:**
  - Payload motor
  - Spare parts for first service
  - Three-mode hydropneumatic suspension
  - Tool kit
  - Transmission underguard
  - Vandalism protection
  - VHMS with satellite communication kit

- **Tires:**
  - 27.00 R49

**Optional Equipment**

- **Cab:**
  - Air conditioner
  - Heater and defroster
  - Operator seat, air suspension type
  - Power window (RH)
  - Radio, AM/FM with cassette
  - Survivor, additional

- **Body:**
  - Body liners
  - Platform guard, right hand side
  - Muffler (without body heating)

- **Lighting System:**
  - Back-up light additional
  - Back work lights, left and right sides
  - Fog lights
  - LED rear combination lights

- **Safety:**
  - Antilock Brake System (ABS)
  - Automatic Spin Regulator (ASR)
  - Exhaust retarder
  - Rear view camera and monitor
  - Tire stopper blocks

- **Arrangement:**
  - Batteries for cold area arrangement
  - Cold area arrangement
  - Sandy and dusty area arrangement

- **Other:**
  - Auto-greasing system
  - Engine coolant heater
  - Engine oil pan heater
  - Engine side cover
  - Engine underguard
  - Fire extinguisher
  - Fuel quick charge

**Materials and specifications are subject to change without notice.**
HD785-7 Off-Highway Truck

Walk-Around

Productivity and Economy Features
- High performance Komatsu SAA12V140E-3 engine
  - Net horsepower: 879 kW (1,178 HP)
- Mode selection system with variable horsepower control (VHPC)
- Two-speed selective reverse gears of RH and RL
- Anti-pitching 4-wheel oil-cooled multiple-disc retarder (AP-FOUR)
  - Retarder absorbing capacity: 1092 kW (1,464 HP) (Continuous descent)
- Automatic retard speed control (ARSC) as standard

Harmony with Environment
- Komatsu SAA12V140E-3 engine
  - EPA Tier 2 emission regulation certified
- Lead-free radiator
- Low operation noise
- Low fuel consumption

Operator Environment and Safety
- Spacious cab with excellent visibility
- Ergonomically designed cab
- Easy-to-see instrument panel
- Synchronous control of engine and transmission
- Advanced K-ATOMiCS with “Skip-shift” function
- Viscous cab mounts
- Electric body dump control
- Built-in ROPS/FOPS cab
- Parking brakes on 4-wheels
- Supplementary steering
- Pedal-operated secondary brake
- Three-mode automatic hydropneumatic suspension (Option)

Reliability Features
- Flat face-to-face O-ring seals
- Sealed DT connectors

Easy Maintenance
- Oil-cooled multiple-disc brakes and fully hydraulic controlled braking system
- Extended oil change interval
- Disc Wheels (Flange type rims)
- Electric circuit breaker
- Vehicle Health Monitoring System (VHMS)

Machine shown may include optional equipment.

Gross Horsepower
- 895 kW (1,200 HP) @ 1900 rpm

Net Horsepower
- 879 kW (1,178 HP) @ 1900 rpm

Maximum GVW
- 166,000 kg (366,000 lb)
High performance Komatsu SAA12V140E-3 engine
This engine delivers faster acceleration and higher travel speeds with high horsepower per ton. Advanced technology, such as High Pressure Common Rail injection system (HPCR), air-to-air aftercooler efficient turbo-charger enables the engine to be North American EPA Tier 2 emission certified. High torque at low speed, impressive acceleration, and low fuel consumption ensure maximum productivity.

Mode selection system with VHPC
The system allows selection of the appropriate mode between two modes: <Power mode> or <Economy mode> according to each working condition. The mode is easily selected with a switch in the operator’s cab. When the key switch is turned on, Economy mode is selected automatically. Select Power mode by using the switch when needed.

VHPC (Variable horsepower control)
Both in Power and Economy modes, the VHPC system detects whether machine condition is loaded or unloaded and selects optimum horsepower setting mode, providing both high production and low fuel consumption.

- **Power mode**: Makes best use of the horsepower to attain optimal production. This mode is suitable for operation in job sites including uphill travel with load where throughput takes top priority.

- **Economy mode**: Sets the maximum horsepower at low level to reduce fuel consumption. The machine maintains sufficient power for normal operation in this mode.

**AP-FOUR (Anti-pitching 4-wheel oil-cooled multiple disc retarder)**
The machine is equipped with 4-wheel retarder “AP-FOUR (Anti-pitching 4-wheel oil-cooled multiple disc retarder)” that applies retarding force on all four wheels. With this retarder, the retarding force is shared between four wheels. This reduces the possibility of tire-lock and enables effective use of retarder capacity, allowing stable downhill travel. The machine descends slopes smoothly and comfortably without machine body pitching since retarding force on front and rear wheels is controlled independently.

- Retarder absorbing capacity
  - 1092 kW 1,464 HP (continuous descent)

- Brake surface area
  - Front total: 37467 cm² 5,807 in²
  - Rear total: 72414 cm² 11,956 in²

**Auto Retard Speed Control (ARSC)**
ARSC allows the operator to simply set the downhill travel speed and go down slopes at a constant speed. As a result, the operator can concentrate on steering. The speed can be set at increments of 1 km/h 0.6 MPH per click (± 5 km/h 3.1 MPH of setting speed adjustment) to match the optimum speed for the slope. Also, since the retarder cooling oil temperature is always monitored, the speed is automatically lowered.

**F7-R2 ( RH/RL) fully automatic transmission**
The transmission is configured with 7 forward and 2 reverse gears. Fully automatic control is applied to all forward gears and an optimum gear is automatically selected according to the travel speed and engine speed. The shifting point is automatically selected depending on the acceleration of the machine to reduce excessive fuel consumption.

**Two-speed selective reverse gears (RH/RL)**
In order to meet various operating conditions, two reverse gears are provided. The switch on the panel allows the operator to select optimum reverse gear of RH or RL depending on the job site conditions at hand. Furthermore, the reverse gear is equipped with a lockup clutch, just like forward gear, allowing the operator to reverse the machine without worrying about overheating.

- **RH**: Suitable for normal operation. Thanks to the lockup clutch, the machine can be reversed at higher speed than the current machine while having the same rimpull.

- **RL**: Suitable for operation in job sites where there are steep grades.

**AP-FOUR**

![AP-FOUR](image)

**Conventional**

![Conventional](image)

**Power mode**

![Power mode](image)

**Economy mode**

![Economy mode](image)
Automatic Idling Setting System (AISS)
This system facilitates quick engine warm-up and cab cooling/warming. When setting the system ON, engine idle speed is kept at 945 rpm when coolant temperature is 50°C or lower. Speed automatically returns to 750 rpm when coolant temperature reaches 50°C.

Small turning radius
The MacPherson strut type front suspension has a special A-frame between each wheel and the main frame. The wider space created between the front wheels and the main frame increases the turning angle of the wheels. The larger this turning angle, the smaller the turning radius of the truck.

Long wheelbase and wide tread
With an extra-long wheelbase, a wide tread and an exceptionally low center of gravity, the HD785-7 hauls the load at higher speed for greater productivity, and delivers superior driving comfort over rough terrain.

Large body
A wide target area makes for easy loading with minimal soil spillage and more efficient hauling.
- Heaped capacity: 60.0m³ (78.5yd³)
- Target area (inside length x width): 7065mm x 5200mm (23' 2" x 17' 1")

Spacious cab with excellent visibility
Wide windows in the front, side and back, plus plenty of space in the richly upholstered interior, provide quiet, comfortable environment from which to see and control every aspect of operation. Front under view mirrors have been added to improve safety.

Ergonomically designed cab
The ergonomically designed operator’s compartment makes it very easy and comfortable for the operator to use all the controls. The result is more confident operation and greater productivity.

Easy-to-see instrument panel
The instrument panel makes it easy to monitor critical machine functions. In addition, a caution light warns the operator of any problems that may occur. Problems are recorded in the monitor and indicated as service codes. This makes the machine user friendly and easy to service.

Ideal driving position settings
The 5-way adjustable operator seat and the tilt-telescopic steering column provide an optimum driving posture, for increased driving comfort and more control over machine operation. The suspension seat dampens vibrations transmitted from the machine and reduces operator fatigue as well as holding the operator securely to assure confident operation. 78mm 3” width seat belt is provided as standard equipment.

Eliminating hydraulic losses & optimizing transmission control
Hydraulic circuits such as brake cooling, steering, body dump control, etc. are thoroughly reviewed and the transmission control is optimized to reduce fuel consumption. As a result, the fuel consumption for operation with medium and light load is improved.
Synchronous control of engine and transmission
At the time of gear shifting, the engine speed is controlled to coincide with transmission rotation speed to reduce shifting shocks. The synchronous control contributes to improve durability of power train since it reduces torque fluctuation.

Advanced K-ATOMICs
The electronically controlled all clutch modulation system “K-ATOMICs” that optimizes the clutch engagement oil pressure at every gear is further improved so that the oil pressure at lockup clutch engagement is optimized to realize smooth shifting without torque off.

“Skip-shift” function
Automatically selects the gear according to the slope grade when driving uphill. It reduces the number of down-shifts, makes the driving smoother, improves the operator’s comfort and reduces spilling of material.

The MacPherson strut type front suspension
The MacPherson type independent suspension is installed to the front wheels. The linkage arrangement with less friction allows the front wheel to follow the undulation of road surface smoothly, realizing excellent riding comfort.

Three-mode Automatic hydropneumatic suspension (Option)
Suspension mode is automatically switched to one of three stages (soft, medium and hard) according to load and operating conditions, for a more comfortable and stable ride.

Viscous cab mounts
Large capacity viscous cab mounts with excellent damping performance are used to mount the cab. They reduce cab vibration significantly and provide comfortable cab space with superb quietness and less vibrations. Noise level at operator’s ear 75 dB(A)

Built-in ROPS/FOPS cab
These structures conform to ISO3471 ROPS standard, and ISO 3449 FOPS standard.

Parking brakes on 4-wheels
The machine is equipped with spring applied parking brakes on 4-wheels. Wet multiple disc brakes built in both front and rear axles apply braking force to all four wheels. These brakes are highly reliable require no periodic maintenance.

Supplementary steering and secondary brake
Supplementary steering and secondary brakes are standard features.
Steering: ISO 5010, SAE J1511
Brakes: ISO 3450

Electric body dump control
Electric lever is used for body dump control. The lever is short in control travel and can be operated with light control effort. “Kick-out function” provided for the lever facilitates body dump operation, eliminating the need to hold the lever in dump position. Furthermore, body seating shock is significantly reduced because a sensor detects the body just before reaching the seat and reduces speed of decent.

Pedal-operated secondary brake
If there should be a failure on the foot brake circuit, both front and rear parking brakes are activated as a pedal operated secondary brake. In addition, when hydraulic pressure drops below the rated level, the parking brake is automatically activated.

Antilock Braking System (ABS) (Option)
Using its outstanding electronics technology, Komatsu is the first in the industry to introduce ABS on construction machinery. This system prevents the tires from locking, thus minimizes skidding under slippery conditions while applying the service brake.

Automatic Spin Regulator (ASR) (Option)
ASR automatically prevents the rear tires on either side from slipping on soft ground for optimal traction.

SafetY
RELIABILITY FEATURES

Komatsu components
Komatsu manufactures the engine, torque converter, transmission, hydraulic units, and electrical parts on this dump truck. Komatsu dump trucks are manufactured with an integrated production system under strict quality control system guidelines.

High-rigidity frame
Front support is integrated with the frame. The frame rigidity is increased drastically. As a result, flexural rigidity and torsional rigidity that are indicators of drivability and riding quality are significantly improved.

Rugged and durable dump body design
The standard dump body is made of high-tensile-strength steel with a Brinell hardness of 400 for excellent rigidity and reduced maintenance cost. The V-shape and V-bottom design also increase structural strength. The side and bottom plates of the dump section are reinforced with ribs for added strength.

Protection functions supported by electronic control

<table>
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<tr>
<th>Item</th>
<th>Function</th>
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<tr>
<td>Downshift inhibitor</td>
<td>Even if the driver downshfits accidentally, a speed appropriate the current gear is automatically set, preventing overruns.</td>
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<tr>
<td>Overrun inhibitor</td>
<td>When downshifting gears, if the vehicle speed surpasses the maximum for the current gear, the main brakes automatically operate, preventing overruns.</td>
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<tr>
<td>Reverse inhibitor</td>
<td>The vehicle is prevented from moving backward when operating the body.</td>
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<tr>
<td>Forward/Reverse shift inhibitor</td>
<td>This device makes it impossible to shift from forward to reverse when the vehicle's speed surpasses 4 km/hour.</td>
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<tr>
<td>Anti-hunting system</td>
<td>When running near a sharp point, smooth automatic shifting takes place.</td>
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<tr>
<td>Neutral safety</td>
<td>The engine is prevented from starting when the shift lever is not in neutral.</td>
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</tbody>
</table>

EASY MAINTENANCE

Reliable hydraulic system
A large capacity oil cooler is installed in each hydraulic circuit, improving the reliability of the hydraulic units during sudden temperature rises. Furthermore, in addition to the main filter, β=3 (min) line filter is located at the entrance to the transmission control valve. This system helps prevent secondary faults.

Flat face-to-face O-ring seals
Flat face- to- face O-ring seals are used to securely seal all hydraulic hose connections and to prevent oil leakage.

Sealed DT connectors
Main pumps and controller are equipped with sealed DT connectors providing high reliability, water resistance and dust resistance.

Advanced monitoring system
The Komatsu advanced monitoring system identifies maintenance items, reduces diagnostic times, indicates oil and filter replacement hours and displays abnormality codes. This monitor system helps to maximize machine production time.

Electric circuit breaker
A circuit breaker is adopted in important electric circuits that should be restored in a short time when a problem occurs in the electrical system.

Centralized greasing points
Greasing points are centralized at three locations, it enables to approach from ground level.

Vehicle Health Monitoring System (VHMS)
VHMS controller monitors the health conditions of major components, enables remote analysis of the machine and its operation. This process is supported by the Komatsu distributors, factory and design team.

PayLoad Meter (PLM) (Option)
PLM allows the production volume and the working conditions on the dump truck to be analyzed and controlled directly via a personal computer. And also the loadage is indicated with the outside lamp. The system can store up to 2600 working cycles.

Disc wheels (Flange type rims)
Disc wheels (Flange type rims) provide easy removal/installation for the tires.
TRAVEL PERFORMANCE
To determine travel performance: Read from gross weight down to the percent of total resistance. From this weight-resistance point, read horizontally to the curve with the highest obtainable speed range, then down to maximum speed. Usable rimpull depends upon traction available and weight on drive wheels.

BRAKE PERFORMANCE
To determine brake performance: These curves are provided to establish the maximum speed and gearshift position for safer descents on roads with a given distance. Read from gross weight down to the percent of total resistance. From this weight resistance point, read horizontally to the curve with the highest obtainable speed range, then down to maximum descent speed the brakes can safely handle without exceeding cooling capacity.
### SPECIFICATIONS

#### ENGINE
- **Model**: Komatsu SAA12V140E-3
- **Type**: Water-cooled, 4-cycle
- **Aspiration**: Turbocharged, after-cooled
- **Number of cylinders**: 12
- **Bore x Stroke**: 140 mm x 165 mm (5.51” x 6.50”)
- **Piston displacement**: 30,484 ltr (30.48 ltr)
- **Horsepower**: SAE J1995 Gross 895 kW, ISO 9249 / SAE J1349 Net 879 kW
- **Rated rpm**: 1,900 rpm
- **Fan drive type**: Mechanical
- **Governor**: Direct injection
- **Lubrication system**: Electronic control
- **Air cleaner**: Dry type with double elements and precleaner, with dust indicator

#### TRANSMISSION
- **Torque converter**: 3-elements, 1-stage, 2-phase
- **Transmission**: Full-automatic, planetary-shaft type
- **Lockup clutch**: Wet, multiple-disk clutch
- **Forward**: Torque converter drive in 1st gear, direct drive in 1st lockup and all higher gears
- **Reverse**: Torque converter drive, direct drive (lockup)
- **Shift control**: Electronic shift control with automatic clutch modulation in all gear
- **Maximum travel speed**: 65 km/h (40.4 mph)

#### AXLES
- **Rear axles**: Full-floating
- **Final drive type**: Planetary gear
- **Ratios**: Differential 3.357
- **Planetary 6.333

#### SUSPENSION SYSTEM
- **Suspension system**: Independent, hydropneumatic suspension cylinder with fixed throttle to dampen vibration.
- **Effective cylinder stroke**: Front suspension 320 mm (12.6”)
- **Rear suspension 127 mm (5.0”)
- **Rear axle oscillation**: 6.5°

#### STEERING SYSTEM
- **Type**: Fully hydraulic power steering with two double-acting cylinders
- **Minimum turning radius**: 10.1 m (33.2°)
- **Maximum steering angle**: 41°

#### CAB
- **Dimensions comply with ISO 3471 ROPS (Roll-Over Protective Structure) standard, and ISO 3449 FOPS standard.

#### MAIN FRAME
- **Type**: Box-sectioned structure, integral front bumper

#### BRAKES
- **Brakes meet ISO 3450 standard.**
- **Service brakes:**
  - **Front**: Fully hydraulic control, oil-cooled multiple-disc type
  - **Rear**: Fully hydraulic control, oil-cooled multiple-disc type
  - **Parking brake**: Spring applied, multiple-disc type (actuates on all wheels)
  - **Retarder**: Oil-cooled, multiple-disc front and rear brakes act as retarder.
- **Secondary brake**: Manual pedal operation.
- **When hydraulic pressure drops below the rated level, parking brake is automatically actuated.

#### BODY
- **Capacity:**
  - **Struck**: 40 m³ (52.3 yd³)
  - **Heaped (2:1, SAE)**: 30 m³ (38.5 yd³)
- **Payload**: 91.0 metric tons (100.3 U.S. tons)
- **Material**: 400 Brinell hardness high tensile strength steel
- **Structure**: V-shape body with V-bottom
- **Material thickness:**
  - **Bottom**: 19 mm (0.75”)
  - **Front**: 12 mm (0.47”)
  - **Sides**: 9 mm (0.35”)
- **Target area (inside length x width)**: 7065 mm x 5200 mm (232" x 171”)
- **Dumping angle**: 48°
- **Height at full dump**: 10080 mm (331”)
- **Heating**: Exhaust heating

#### HYDRAULIC SYSTEM
- **Hoist cylinder**: Twin, 2-stage telescopic type
- **Relief pressure**: 20.6 MPa (210 kg/cm²)
- **Hoist time**:
  - **Raise**: 13 sec
  - **Lower**: 14 sec

#### WEIGHT (APPROXIMATE)
- **Empty weight**: 72000 kg (158,800 lb)
- **Max. gross vehicle weight**: 166000 kg (366,000 lb)
- **Not to exceed max. gross vehicle weight, including options, fuel and payload.**
- **Weight distribution:**
  - **Empty**: Front axle 47%, Rear axle 53%
  - **Loaded**: Front axle 31.5%, Rear axle 68.5%

#### TIRES
- **Standard tire**: 27.00 R49

#### SERVICE REFILL CAPACITIES
- **Fuel tank**: 1308 ltr (345.6 U.S. Gal)
- **Engine oil**: 129 ltr (34.1 U.S. Gal)
- **Torque converter, transmission and retarder cooling**: 205 ltr (54.2 U.S. Gal)
- **Differentials**: 137 ltr (36.2 U.S. Gal)
- **Final drives (total)**: 128 ltr (33.8 U.S. Gal)
- **Hydraulic system**: 175 ltr (46.2 U.S. Gal)
- **Brake control**: 36 ltr (9.5 U.S. Gal)
- **Suspension (total)**: 93 ltr (24.6 U.S. Gal)
Dump Trucks

Designed for hauling construction materials and excavated earth and rocks. In addition to rigid dump trucks, articulated dump trucks are available, which feature excellent performance of low ground pressure on rough roads.

- Available models may vary by region or country. Please contact your local distributor for the most suitable specifications in your area.
- Product specifications are subject to change without notice.

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</tbody>
</table>

*1 : Nominal payload

Articulated Dump Trucks

Terms and Conditions  Site map
LAMPIRAN 2

SLIDE ANALYSIS INFORMATION
Slide Analysis Information

Document Name

File Name: DESIGN 03.sli

Project Settings

Project Title: SLIDE - An Interactive Slope Stability Program
Failure Direction: Left to Right
Units of Measurement: SI Units
Pore Fluid Unit Weight: 9.81 kN/m3
Groundwater Method: Water Surfaces
Data Output: Standard
Calculate Excess Pore Pressure: Off
Allow Ru with Water Surfaces or Grids: Off
Random Numbers: Pseudo-random Seed
Random Number Seed: 10116
Random Number Generation Method: Park and Miller v.3

Analysis Methods

Analysis Methods used:
Bishop simplified
Janbu simplified

Number of slices: 25
Tolerance: 0.005
Maximum number of iterations: 50

Surface Options

Surface Type: Circular
Radius increment: 10
Minimum Elevation: Not Defined
Composite Surfaces: Enabled
Reverse Curvature: Create Tension Crack

Loading

Seismic Load Coefficient (Horizontal): 0.03
4 Line Loads present:
Line Load Angle from horizontal: 277.55 degrees Magnitude: 1285.00 kN
Line Load Angle from horizontal: 277.55 degrees Magnitude: 1285.00 kN
Line Load Angle from horizontal: 275.28 degrees Magnitude: 1285.00 kN
Line Load Angle from horizontal: 275.28 degrees Magnitude: 1285.00 kN

Material Properties

Material: Sandstone 1
Strength Type: Mohr-Coulomb
Unsaturated Unit Weight: 24.63 kN/m3
Saturated Unit Weight: 24.76 kN/m3
Cohesion: 228 kPa
Friction Angle: 48.87 degrees  
Water Surface: Water Table  
Custom Hu value: 1

**Material: Silty Claystone**  
Strength Type: Mohr-Coulomb  
Unsaturated Unit Weight: 23.3 kN/m³  
Saturated Unit Weight: 23.93 kN/m³  
Cohesion: 699 kPa  
Friction Angle: 32.75 degrees  
Water Surface: Water Table  
Custom Hu value: 1

**Material: Claystone 1**  
Strength Type: Mohr-Coulomb  
Unsaturated Unit Weight: 24.01 kN/m³  
Saturated Unit Weight: 24.24 kN/m³  
Cohesion: 699 kPa  
Friction Angle: 32.75 degrees  
Water Surface: Water Table  
Custom Hu value: 1

**Material: Claystone 2**  
Strength Type: Mohr-Coulomb  
Unsaturated Unit Weight: 23.35 kN/m³  
Saturated Unit Weight: 23.73 kN/m³  
Cohesion: 274 kPa  
Friction Angle: 16.2 degrees  
Water Surface: Water Table  
Custom Hu value: 1

**Material: Sandstone 2**  
Strength Type: Mohr-Coulomb  
Unsaturated Unit Weight: 23.76 kN/m³  
Saturated Unit Weight: 24.01 kN/m³  
Cohesion: 1272 kPa  
Friction Angle: 29.81 degrees  
Water Surface: Water Table  
Custom Hu value: 1

**Material: Siltsand 1**  
Strength Type: Mohr-Coulomb  
Unsaturated Unit Weight: 25.03 kN/m³  
Saturated Unit Weight: 25.16 kN/m³  
Cohesion: 1272 kPa  
Friction Angle: 29.81 degrees  
Water Surface: Water Table  
Custom Hu value: 1

**Material: Siltyclay 1**  
Strength Type: Mohr-Coulomb  
Unsaturated Unit Weight: 23.59 kN/m³  
Saturated Unit Weight: 23.88 kN/m³  
Cohesion: 2062 kPa  
Friction Angle: 19.75 degrees  
Water Surface: Water Table
Material: Carbonaceous Coallyclay
Strength Type: Mohr-Coulomb
Unsaturated Unit Weight: 22.47 kN/m³
Saturated Unit Weight: 22.7 kN/m³
Cohesion: 2062 kPa
Friction Angle: 19.75 degrees
Water Surface: Water Table
Custom Hu value: 1

Material: Sandysilt
Strength Type: Mohr-Coulomb
Unsaturated Unit Weight: 24.23 kN/m³
Saturated Unit Weight: 24.4 kN/m³
Cohesion: 2062 kPa
Friction Angle: 19.75 degrees
Water Surface: Water Table
Custom Hu value: 1

Material: Siltstone
Strength Type: Mohr-Coulomb
Unsaturated Unit Weight: 24.83 kN/m³
Saturated Unit Weight: 24.96 kN/m³
Cohesion: 2062 kPa
Friction Angle: 19.75 degrees
Water Surface: Water Table
Custom Hu value: 1

Material: Sandy Claystone
Strength Type: Mohr-Coulomb
Unsaturated Unit Weight: 24.24 kN/m³
Saturated Unit Weight: 24.49 kN/m³
Cohesion: 2195 kPa
Friction Angle: 55.41 degrees
Water Surface: Water Table
Custom Hu value: 1

Material: Sandstone 3
Strength Type: Mohr-Coulomb
Unsaturated Unit Weight: 24.79 kN/m³
Saturated Unit Weight: 24.88 kN/m³
Cohesion: 2195 kPa
Friction Angle: 55.41 degrees
Water Surface: Water Table
Custom Hu value: 1

Material: Silty Claystone 2
Strength Type: Mohr-Coulomb
Unsaturated Unit Weight: 25.31 kN/m³
Saturated Unit Weight: 25.42 kN/m³
Cohesion: 1704 kPa
Friction Angle: 43.63 degrees
Water Surface: Water Table
Custom Hu value: 1
Material: Carbonaceus Coallyclay 2
Strength Type: Mohr-Coulomb
Unsaturated Unit Weight: 21.25 kN/m³
Saturated Unit Weight: 21.35 kN/m³
Cohesion: 741 kPa
Friction Angle: 19.39 degrees
Water Surface: Water Table
Custom Hu value: 1

Material: Claystone 4
Strength Type: Mohr-Coulomb
Unsaturated Unit Weight: 24.15 kN/m³
Saturated Unit Weight: 24.47 kN/m³
Cohesion: 741 kPa
Friction Angle: 19.39 degrees
Water Surface: Water Table
Custom Hu value: 1

Material: Silty Claystone 4
Strength Type: Mohr-Coulomb
Unsaturated Unit Weight: 27.56 kN/m³
Saturated Unit Weight: 27.75 kN/m³
Cohesion: 22.03 kPa
Friction Angle: 18.38 degrees
Water Surface: Water Table
Custom Hu value: 1

Material: COAL
Strength Type: Mohr-Coulomb
Unsaturated Unit Weight: 13.6 kN/m³
Saturated Unit Weight: 13.6 kN/m³
Cohesion: 80 kPa
Friction Angle: 23 degrees
Water Surface: Water Table
Custom Hu value: 1