

# ARTICULATED DUMP TRUCKS



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**ARTICULATED DUMP TRUCKS**

**THE ABILITY  
TO GO WHERE  
OTHERS CAN'T  
FOLLOW.**

Our range of articulated dump trucks boasts hauling capacities from 25 tonnes to 38 tonnes. With our TA250, TA300 and TA400, we've got the right product for every application.



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**OUR PRODUCTS**

**TA250**



**MAX PAYLOAD MT (US TONS)**

25 (27.5)

**HEAPED CAPACITY M³ (YD³)**

15.5 (20.3)

**ENGINE POWER KW (HP)**

232 (311)

**TA300**



**MAX PAYLOAD MT (US TONS)**

28 (30.9)

**HEAPED CAPACITY M³ (YD³)**

17.5 (22.9)

**ENGINE POWER KW (HP)**

276 (370)

**TA400**



**MAX PAYLOAD MT (US TONS)**

38 (41.9)

**HEAPED CAPACITY M³ (YD³)**

23.0 (30.0)

**ENGINE POWER KW (HP)**

331 (444)

Standard configuration data shown may vary according to options and/or country standards.

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# COMMITTED TO THE LONG HAUL

04

## STILL AT THE FOREFRONT OF HAULING APPLICATION SOLUTIONS

Terex Trucks' heritage can be traced back to 1934 when the world's first off-road dump truck was created. This pioneering machine offered a straightforward, no-nonsense solution for every hauling application, from mining to construction work.

Today, from our base in Motherwell, Scotland, Terex Trucks remains dedicated to pioneering machines that will withstand the test of time, by building on the same robust foundations. Not surprisingly, our benchmark articulated and rigid dump trucks are trusted by industry professionals the world over, to deliver powerful performances in the most extreme hauling conditions, ranging from intense desert heat to the bitter cold of the Arctic.

We are proud of our strong heritage, technical expertise and modern processes, qualities evident in our Generation 9 range of articulated dump trucks. These are powerful assets for operators within the Heavy Construction, Quarry and Mining Industries, offering a productive work shift with minimum downtime and maximum return on investment.



**1934**  
The Model 1Z truck - considered to be the first true off-highway rear dump truck.



**1950**  
Euclid Great Britain was formed at Motherwell, Scotland, as a subsidiary and began the development and manufacture of off-highway trucks.



**1982**  
Launch of first ever Terex articulated dump truck - the 3204. Designed, tested and manufactured in Motherwell, Scotland.



**2011**  
Now fitted with world class Scania® engines, the 9th generation of articulated dump truck is launched around the world.

**A NEW GENERATION  
IN THE MAKING**

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### TODAY

All Terex Trucks are manufactured in Scotland where we are proud of our heritage, technical expertise and modern processes. With ongoing technological improvements, including the Tier 4 Final system available on our TA300 and TA400 models, we continue to provide customers in the heavy construction, quarry and mining industries with the high quality, reliable and productive equipment they require.

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# CLEANER MORE FUEL EFFICIENT POWER

Designed to increase your productivity and profitability, the latest evolution of Generation 9 range of articulated trucks are powered by Scania® engines, which are renowned for high uptime and reliability, proven fuel efficiency, and ease of maintenance, underpinned by an excellent worldwide service network.

Terex Trucks' successful Tier 4 Final system, available now on our TA300 and TA400 models, features the latest generation Selective Catalytic Reduction (SCR) combined with Exhaust Gas Regeneration (EGR) technology and a Variable Geometry Turbo (VGT) to meet the demanding emissions controls of the world's most regulated markets.

Our Tier 4 Final technical package also sees the introduction of a CAN controlled engine exhaust brake, providing improved reaction and performance of the exhaust brake retardation alongside higher efficiency of Tier 4 Final after-treatment requirements. The resulting increase in operator control and braking, in downhill applications, are yet another testimony to Terex Trucks' commitment to safety improvement.



# SMOOTH OPERATOR

**DON'T LET ROUGH TERRAIN SLOW YOU DOWN;  
LET TEREX TRUCKS TAKE THE STRAIN.**

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With fully independent front suspension as standard in the TA300 and as an option in the TA250, Terex Trucks lead the way when it comes to total operator comfort and ride quality. This innovative design not only reduces operator fatigue but improves productivity and stability enabling these machines to excel in rough terrain environments.

The TA400 is now equipped with the latest generation of transmission controls, incorporating adaptive shift schedule for consistent smooth shifting on all haul conditions that maintains machine momentum and increases productivity while keeping operational costs low via efficient fuel consumption.

Ride quality is enhanced further by the bogie beam rear suspension system which is fitted on all models. In addition to providing excellent operator comfort, this minimal maintenance system reduces downtime to keep you on the jobsite longer.



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# ROCK SOLID SOLUTION

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Spacious and comfortable state-of-the-art cab for high levels of operator comfort and productivity.

Our world class, fuel efficient, engine design is certified "emissions compliant" for all global regions. With CAN controlled exhaust brake, it also provides excellent rim pull and power in haul applications, greater operator control and improved safety.

High capacity cooling system provides excellent performance in all climates, from Arctic to desert conditions.

Fully tilting cab and electronic assisted hood raise for ease of access to engine and reduced service time.



Fully independent front suspension as standard on the TA300 and option on TA250, providing outstanding ride and operator comfort designed to increase productivity, with minimal maintenance required.

Heavy duty front and rear frame designed for durability in the roughest terrain.

Fully automatic or manual transmissions with integral retarder providing smooth unsurpassed gearshifts designed for high productivity and low operator fatigue.

Large capacity body with long and wide design for excellent load capacity. Low load height designed for high levels of productivity.

Fully enclosed oil immersed disc brakes on all axles designed for reduced servicing and lower operating costs.

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# WORK HARDER FOR LONGER

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**OUR ARTICULATED DUMP TRUCKS ARE DESIGNED TO KEEP YOU MOVING AND DOWNTIME TO A MINIMUM IN THE TOUGHEST OF CONDITIONS.**

The oil immersed disc brake system in our trucks has a fully enclosed straightforward design and keeps maintenance easy and minimum allowing for longer service intervals, which reduces operating costs and increases productivity.

Downtime is reduced further by the ground level service access points, electronically assisted hood raise and fully tilting cab, making service quick and easy.



The TA400 transmission is also installed with the latest lubrication oil specification that extends oil service periods to 6000 hours, further reducing operational costs.



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When we designed our cab, we asked the men and women who operate trucks from dawn to dusk where the instruments and controls should be. And that's exactly where we put them to assist with driveability and functionality. That's why our articulated trucks offer excellent comfort and control for a satisfying behind-the-wheel experience.

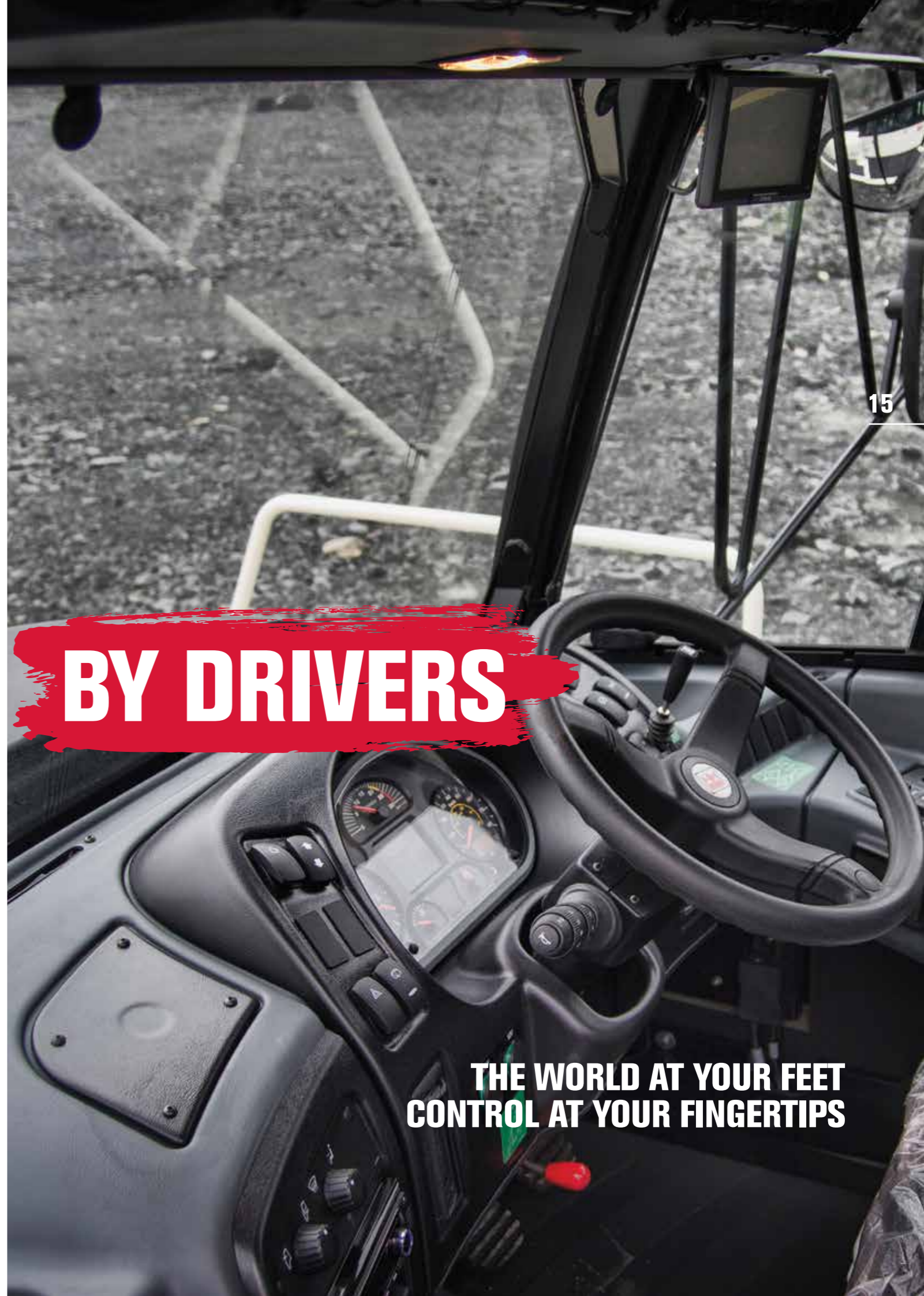


# A CAB DESIGNED FOR DRIVERS



### What this means for you:

- ▶ Reduced interior cab noise levels for an improved operator working environment
- ▶ New control positions for ease of operation
- ▶ New cab instrumentation designed specifically for off-highway applications
- ▶ Updated interior aesthetics
- ▶ New, ergonomic, comfort grip steering wheel
- ▶ Improved heating, ventilation and air conditioning system
- ▶ High quality sound system with CD/MP3 player



**BY DRIVERS**

**THE WORLD AT YOUR FEET  
CONTROL AT YOUR FINGERTIPS**



**TA250**

**TA300**

**TA400**

**ENGINE**

Engine	Scania DC9	Scania DC9	Scania DC13
Type	5 cylinder, in-line, four cycle, direct injection diesel, water cooled, turbo charged with air to air charge cooling, electronic engine management and engine exhaust brake		6 cylinder, in-line, four cycle, direct injection diesel, water cooled, turbo charged with air to air charge cooling, electronic engine management and engine exhaust brake
Piston Displacement litres (in <sup>3</sup> )	9.3 (567)	9.3 (568)	12.7 (775)
Bore x Stroke mm (in)	130 x 140 (5.12 x 5.51)	130 x 140 (5.12 x 5.51)	130 x 160 (5.12 x 6.37)
Gross Power kW (hp) @ rpm	232 (311) @ 1800	276 (370) @ 1800	331 (444) @ 2100
Net Power kW (hp) @ rpm	214 (287) @ 2100	258 (345) @ 2100	330 (443) @ 2100
Maximum Torque Nm (lbf ft) @ rpm	1673 (1234) @ 1400	1880 (1387) @ 1400	2255 (1663) @ 1300
Gross Power rated	SAE J1995 Jun 90	SAE J1995 Jun 90	ISO 3046
Engine Emissions	US EPA Tier 4 Final/ EU Stage 4 for TA 300 AND 400		
Electrical	24 volt electric start. 100 A alternator. Two 12 volt 180 Ah batteries.		
Air Cleaner	Dry-type air cleaner with safety element, automatic dust ejector and restriction indicator		
Fan	Modulating fan reduces noise level and consumes engine power as required. Note: Net hp with fan clutch disengaged		
Altitude m (ft) (Electronic derate from)	3000 (9842)	3000 (9842)	3250-4000 (10663-13123)

**TRANSMISSION**

Type	ZF 6WG 260 RPC. Fully automatic with manual over-ride and retarder.	ZF 6WG 310 RPC. Fully automatic with manual over-ride and retarder.	Allison HD4560 with integral retarder mounted directly to the engine, fully automatic transmission with planetary gearing, electronic control with six forward and one reverse gear.
Assembly	Consists of a torque converter close-coupled to a countershaft type gearbox with integral output transfer gearing. Automatic shifting throughout the range, with kick-down feature. Lockup in all forward gears. A torque-proportioning output differential transmits drive permanently to front and rear axles. This differential may be locked by the driver for use in difficult traction conditions. Auto slip sensing traction as standard. On-board diagnostics provide performance and operational functionality.		Remote mounted 2 speed transfer gearbox taking drive from the transmission and feeding it via a lockable differential to front and rear wheels
Speeds (Fully Laden) km/h (mph)			Ratio 1 Ratio 2
Gear	Forward	Reverse	Forward
1	5.6 (3.5)	5.6 (3.5)	3.7 (6.0) 3.1 (5.0) 6.0 (9.5) 4.8 (7.8)
2	8.6 (5.3)	13.3 (8.3)	7.0 (11.3) - 10.0 (16.0) -
3	13.3 (8.3)	30.2 (18.8)	10.3 (16.5) - 15.7 (25.3) -
4	20.6 (12.8)	-	16.0 (25.6) - 24.4 (39.2) -
5	30.2 (18.8)	-	21.0 (33.9) - 32.3 (51.9) -
6	50 (31)	-	26.0 (41.7) - 40.0 (63.8) -

**AXLES**

Type	Heavy duty axles with fully floating axle shafts and outboard planetary reduction gearing. The three axles are in permanent all-wheel drive (6x6) with a differential coupling between the front and rear axles. All three axles also have hydraulically actuated multiplate transverse diff lock differentials for 100% cross-axle lock up. The inter-axle and cross-axle diff locks are controlled by the operator, and can be actuated when required in poor traction conditions.	Three axles in permanent all-wheel drive (6x6) with differential coupling between each axle to prevent driveline wind-up. Heavy duty axles with full floating axle shafts and outboard planetary reduction gearing. Automatic limited slip differentials in each axle. Leading rear axle incorporates a through drive differential to transmit drive to the rearmost axle. This differential and the dropbox output differential are locked simultaneously using one switch selected by the operator.	
Differential ratio	3.875 : 1	3.875 : 1	3.70 : 1
Planetary reduction	5.71 : 1	5.71 : 1	6.35 : 1
Overall Drivetrain reduction	22.12 : 1	22.12 : 1	23.50 : 1

**TA250**

**TA300**

**TA400**

**SUSPENSION**

Front	Axle is carried on the leading arms of a sub-frame which pivots on the main frame. Fully independent suspension available as an option.	Fully independent suspension and wheel movement is provided by a double wishbone design. This is coupled with 4 x hydraulic dampers/coil over springs.	Four trailing links and a panhard rod locate the front axle giving a high roll centre. The optimized front axle position along with the wide spaced main and rebound mounts, mounted directly above the axle and long suspension travel, combine with the two heavy duty dampers each side to give excellent handling and ride.
Rear	Each axle is coupled to the frame by three rubber-bushed links with lateral restraint by a transverse link. Pivoting inter-axle balance beams equalise load on each rear axle. Suspension movement is cushioned by rubber/metal laminated compression units between each axle and underside of balance beam ends. Pivot points on leading and trailing links are rubber-bushed and maintenance-free.		

**STEERING**

Type	Hydrostatic power steering by two double-acting cushioned steering cylinders with pressure supplied by a variable displacement / load sensing piston pump.		
Steering angle to either side	45°	45°	45°
Lock to lock turns, steering wheel	4	4	4
System pressure bar (lbf/in <sup>2</sup> )	241 (3500)	241 (3500)	240 (3480)
SAE Turning Radius mm (ft-in)	8470 (27-9)	8470 (27-9)	9185 (30-1)
Clearing Radius mm (ft-in)	8950 (29-4)	8950 (29-4)	9675 (31-9)

**FRAME**

Type	Front and rear frames are all-welded high grade steel fabrications with rectangular box-section beams forming the main side and cross members. Inter-frame oscillation is provided by a large diameter cylindrical coupling which houses nylon bushings. Frames articulated 45° to either side for steering by means of two widely-spaced pivot pins in back-to-back sealed taper roller bearings.
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**BODY**

Type	All-welded construction, fabricated from high hardness (min 360 BHN) 1000 Mpa (145,000 lbf/in <sup>2</sup> ) yield strength steel. Dual slope tailchute improves material ejection from body.		
Plate thickness:			
Floor and tailchute mm (in)	14.0 (0.55)	14.0 (0.55)	15.0 (0.58)
Sides mm (in)	12.0 (0.47)	12.0 (0.47)	12.0 (0.47)
Front mm (in)	8.0 (0.31)	8.0 (0.31)	8.0 (0.31)
Volume:			
Struck m <sup>3</sup> (yd <sup>3</sup> )	12.5 (16.4)	13.8 (18.0)	17.4 (22.8)
Heaped 2:1 (SAE) m <sup>3</sup> (yd <sup>3</sup> )	15.5 (20.3)	17.5 (22.9)	23.0 (30.3)

**HOIST**

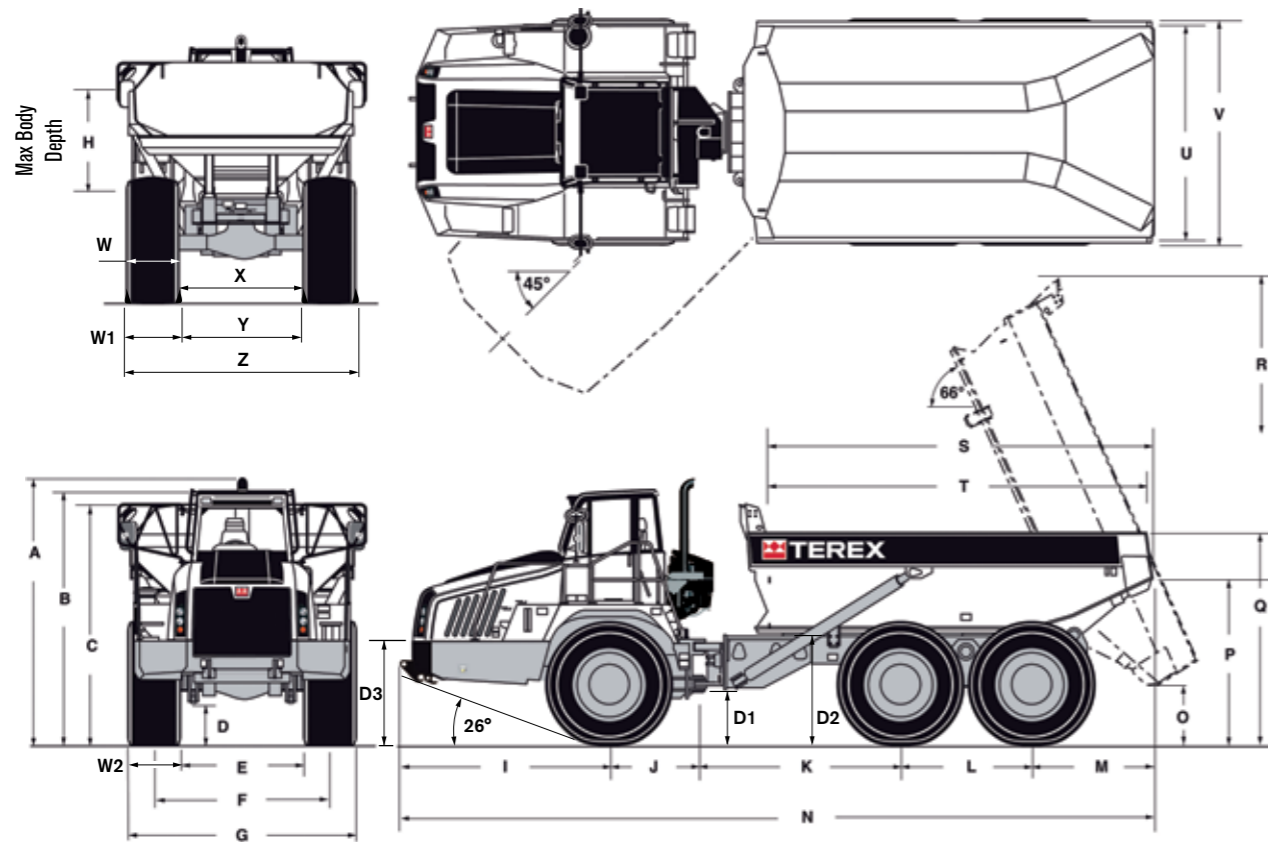
Type	Two single-stage, double-acting hoist cylinders, cushioned at the base end. Variable displacement / load sensing piston pump driven from power take-off on transmission. Full flow return line filtration. Full electro-hydraulic hoist control, with electronic detent in power down.		
System pressure bar (lbf/in <sup>2</sup> )	220 (3200)	220 (3200)	240 (3500)
Pump output flow rate litre/sec (gal/sec)	4.9 (1.29)	4.9 (1.29)	5.4 (1.43)
Raise (loaded) seconds	12	12	12.5
Lower seconds	7.5	7.5	8

**TYRES AND WHEELS**

Tyres	Standard 23.5. Optional 750/65	Standard 23.5. Optional 750/65	Standard 29.5
Rims	Standard 25x19.50. For optional tyre, 25x22.00.	Standard 25x19.50. For optional tyre, 25x22.00.	Standard 25 x 25.00
Wheels	3-piece earthmover rims with 12 stud fixing	3-piece earthmover rims with 12 stud fixing	3-piece earthmover rims with 19 stud fixing

**BRAKES**

Tyres	All hydraulic braking systems with multiplate sealed and oil cooled brake packs at each wheel. Independent circuits for front and rear brake systems.		
Parking	Spring-applied, hydraulic-released disc on rear driveline		
Secondary	Secondary brake control actuates service and parking brakes		
Retarder	Exhaust brake and transmission retarder		



**DIMENSIONS**      **TA250**      **TA300**      **TA400**

	mm	(ft-in)	mm	(ft-in)	mm	(ft-in)
A	3560	(11-8)	3560	(11-8)	3945	(12-11)
B	3420	(11-2)	3480	(11-5)	3740	(12-3)
C	3120	(10-3)	3432	(11-3)	3550	(11-8)
D	405	(1-6)	510	(1-8)	605	(2-0)
D1	NA	NA	583	(1-10)	NA	NA
D2	NA	NA	1413	(4-8)	NA	NA
D3	NA	NA	1385	(4-7)	NA	NA
E	1540	(5-0)	1540	(5-0)	1840	(6-0)
F	2200	(7-2)	2200	(7-2)	2595	(8-6)
G	2860	(9-5)	2860	(9-5)	3360	(11-3)
H	1240	(4-1)	1445	(4-9)	1495	(4-11)
I	2575	(8-4)	2575	(8-5)	3087	(10-1)
J	1310	(4-4)	1310	(4-4)	1310	(4-4)
K	2945	(9-8)	2945	(9-8)	2990	(9-10)
L	1690	(5-6)	1690	(5-6)	1950	(6-5)
M	1410	(4-9)	1410	(4-8)	1780	(5-10)
N	9930	(32-5)	9930	(32-7)	11,117	(36-4)
O	725	(2-3)	755	(2-6)	905	(2-9)
P	2175	(7-2)	2224	(7-4)	2470	(8-1)
Q	2740	(8-11)	2986	(9-10)	3140	(10-4)
R	6015	(19-9)	6236	(20-6)	6930	(22-9)
S	5000	(16-5)	5019	(16-6)	5658	(18-7)
T	4855	(15-11)	4855	(15-11)	5570	(18-3)
U	2685	(8-10)	2705	(8-10)	3130	(10-3)
V	2890	(9-6)	2890	(9-6)	3315	(10-11)
W	603	(28")	603	(28")	NA	NA
W1	620	(24")	620	(24")	NA	NA
W2	660	(26")	660	(26")	NA	NA
X	1597	(5-3)	1597	(5-3)	NA	NA
Y	1580	(5-2)	1580	(5-2)	NA	NA
Z	2820	(9-3)	2820	(9-3)	NA	NA

**WEIGHTS**      **TA250**      **TA300**      **TA400**

	kg	(lb)	kg	(lb)	kg	(lb)
<b>Net Distribution</b>						
Front Axle	12,690	(27,977)	12,680	(27,955)	16,720	(38,861)
Bogie Axle, Leading	5,370	(11,834)	5,840	(12,875)	7,860	(17,328)
Bogie Axle, Trailing	5,199	(11,462)	5,680	(12,522)	7,620	(16,799)
Vehicle, Net	23,259	(51,277)	24,200	(53,352)	31,390	(69,203)
Payload	25,000	(55,115)	28,000	(61,730)	38,000	(83,775)
<b>Gross Distribution</b>						
Front Axle	16,847	(37,141)	14,900	(32,849)	18,500	(40,785)
Bogie Axle Leading, Trailing	16,110 / 15,886	(35,516 / 35,023)	18,420 / 18,400	(40,609 / 40,565)	25,100 / 25,160	(55,336 / 55,468)
Vehicle Gross	48,259	(106,393)	52,200	(115,081)	69,390	(152,978)
Bare Chassis	17,335	(38,213)	17,555	(38,703)	24,760	(54,444)
Body	4,100	(9,040)	3,776	(8,325)	5,400	(11,905)
Hoists, pair	530	(1,170)	530	(1,170)	660	(1,455)

**GROUND PRESSURE**      **TA250**      **TA300**      **TA400**

These figures are at 15% shrinkage of unloaded radius and specified weights using:

Tires	23.5 R25		23.5 R25		29.5 R25	
	kPa	(Psi)	kPa	(Psi)	kPa	(Psi)
<b>Unloaded</b>						
Front	127	(18.4)	128	(18.5)	112	(16.2)
Rear	54	(7.8)	54	(7.8)	53	(7.7)
<b>Loaded</b>						
Front	161	(22.3)	180	(26.1)	121	(17.5)
Rear	158	(22.9)	172	(24.9)	180	(26.1)

**CAPACITIES**      **TA250**      **TA300**      **TA400**

	litres	(gal)	litres	(gal)	litres	(gal)
Fuel Tank	370	(97.7)	370	(98)	350	(130.5)
Hydraulic System (Steering & Body)	256	(67.2)	256	(68)	341	(90)
Engine Crankcase	45	(11.8)	45	(11.8)	454	(11.8)
Cooling System	48.8	(12.8)	48.8	(12.8)	70	(18.5)
Transmission (inc filters and cooler)	49	(12.9)	55	(14.5)	48	(12.7)
Differential - Front & Rear (each)	21	(5.5)	22	(5.5)	38	(10)
Differential - Centre	23	(6.0)	23	(6.0)	39	(10.3)
Planetaries - (each)	7.5	(2.0)	7.5	(2.0)	8.5	(2.2)
Brake Cooling System	-	-	-	-	188	(49.7)
DEF System*	52	(13.7)	38	(9.8)	38	(13.7)
Drop Box	-	-	-	-	17	(4.5)

\*only applicable on Tier 4i model

# STANDARD EQUIPMENT

TA250 TA300 TA400

CAB AND OPERATOR	TA250	TA300	TA400
Air Conditioning	✓	✓	✓
Air Filter Restriction Indicator	✓	✓	✓
Auxiliary Power Outlets 12V & 24V	✓	✓	✓
CD/Tuner/MP3 Connectivity	✓	✓	✓
Coat Hook	✓	✓	✓
Engine/Transmission/Hydraulic Diagnostic Facility	✓	✓	✓
Heating, Ventilation & Air Conditioning System (HVAC)	✓	✓	✓
Insulation, Thermal and Acoustic	✓	✓	✓
Interior Light	✓	✓	✓
Mirror Rear View (4)	✓	✓	✓
Mug Holder	✓	✓	✓
Rear Vision Camera/Monitor	✓	✓	✓
ROPS/FOPS Protection ISO3471/3449	✓	✓	✓
Seat Belts Retractable J386	✓	✓	✓
Seat, Operator, Air Suspension, High Back, Headrest and Adjustable Armrests	✓	✓	✓
Seat, Trainer	✓	✓	✓
Steering Wheel, tilt/telescopic	✓	✓	✓
Storage Compartment	✓	✓	✓
Sun Visor (Internal)	✓	✓	✓
Tinted Glass	✓	✓	✓
Window Protection Grille, Rear	✓	✓	✓
Wiper and Washer, Front and Rear Windows	✓	✓	✓
WARNING LIGHTS & AUDIBLE ALARM			
Alternator Charging	✓	✓	✓
Body Up	✓	✓	✓
Brake Cooling Oil Pressure	-	-	✓
Brake Cooling Oil Temperature	-	-	✓
Differential Lock	✓	✓	✓
Direction Indicators	✓	✓	✓
Dropbox High/Low Oil Pressure	-	-	✓
Dropbox High Oil Temperature	-	-	✓
Dropbox High Ratio Selected	-	-	✓
Dropbox Low Ratio Selected	-	-	✓
Engine Air Filter Change	✓	✓	✓
Engine 'CHECK'	✓	✓	✓
Engine Coolant Level Low	✓	✓	✓
Engine Oil Pressure Low	✓	✓	✓
Engine Over-speed Active	✓	✓	✓
Engine 'STOP'	✓	✓	✓
Exhaust Brake	✓	✓	✓
Front Brake Accumulator Pressure	✓	✓	✓
Headlight High Beam	✓	✓	✓
Headlights Active	✓	✓	✓
Hydraulic Oil Filter Change	✓	✓	✓
Hydraulic Oil Level Low	✓	✓	✓
Low Fuel	✓	✓	✓
Parking Brake	✓	✓	✓
Rear Brake Accumulator Pressure	✓	✓	✓
Secondary Steering	✓	✓	✓
Transmission Check	✓	✓	✓
Transmission High Oil Temperature	✓	✓	✓
Transmission Retarder	✓	✓	✓
GENERAL			
Articulation and Oscillation Lock	✓	✓	✓
Battery Master Switch	✓	✓	✓
Body Prop	✓	✓	✓
Brakes Fully Hydraulic Dual Circuit System	✓	✓	✓
Diagnostic Pressure Test Points	✓	✓	✓
Differential Locks	✓	✓	✓
Electronic Assisted Body Hoist Control	✓	✓	✓
Engine/Transmission/Hydraulic Electronic Management System	✓	✓	✓
Exhaust Muffler	✓	✓	✓
Independent Suspension	-	✓	-
Handrails on Fenders	✓	✓	✓
Horn, Electric 117db	✓	✓	✓

	TA250	TA300	TA400
Hydraulic Filter Restriction Indicator	✓	✓	✓
Hydraulic Oil Cooler	✓	✓	✓
Modulating Cooling Fans	✓	✓	✓
Mudflaps at Front and Centre	✓	✓	✓
Neutral Start Interlock	✓	✓	✓
Pivot Protection Guard	✓	✓	✓
Rear Light Guards	✓	✓	✓
Reverse Alarm Audible J994	✓	✓	✓
Secondary Steering	✓	✓	✓
Security Kit	✓	✓	✓
Tilting Cab for Maintenance	✓	✓	✓
Tow Points, Front and Rear	✓	✓	✓
Transmission Downshift Inhibitor	✓	✓	✓
Transmission Oil Cooler	✓	✓	✓
Transmission Retarder	✓	✓	✓
Transmission Sump Guard	✓	✓	✓
Tyre Inflation Nitrogen	✓	✓	✓
Exhaust Brake	✓	✓	✓
GAUGES			
Body Tip Counter	✓	✓	✓
Brake Oil Temperature	✓	✓	✓
DEF Level Gauge (T4 variant only)	✓	✓	✓
DEF Level Warning (T4 variant only)	✓	✓	✓
Engine Coolant Temperature	✓	✓	✓
Fuel Consumption/Usage	✓	✓	✓
Fuel Level	✓	✓	✓
Hourmeter	✓	✓	✓
Hydraulic oil Temperature	✓	✓	✓
Speedometer/Digital Odometer/Tripmeter	✓	✓	✓
Tachometer	✓	✓	✓
Transmission Oil Temperature	✓	✓	✓
LIGHTS			
Direction and Hazard Warning Indicators (LED on Rear)	✓	✓	✓
Front Working Lights, Roof Mounted	✓	✓	✓
Reverse Warning	✓	✓	✓
Side and Tail (LED)	✓	✓	✓
2 Halogen Headlamps Dipped Beam	✓	✓	✓
2 Halogen Headlamps Main Beam	✓	✓	✓

# OPTIONAL EQUIPMENT

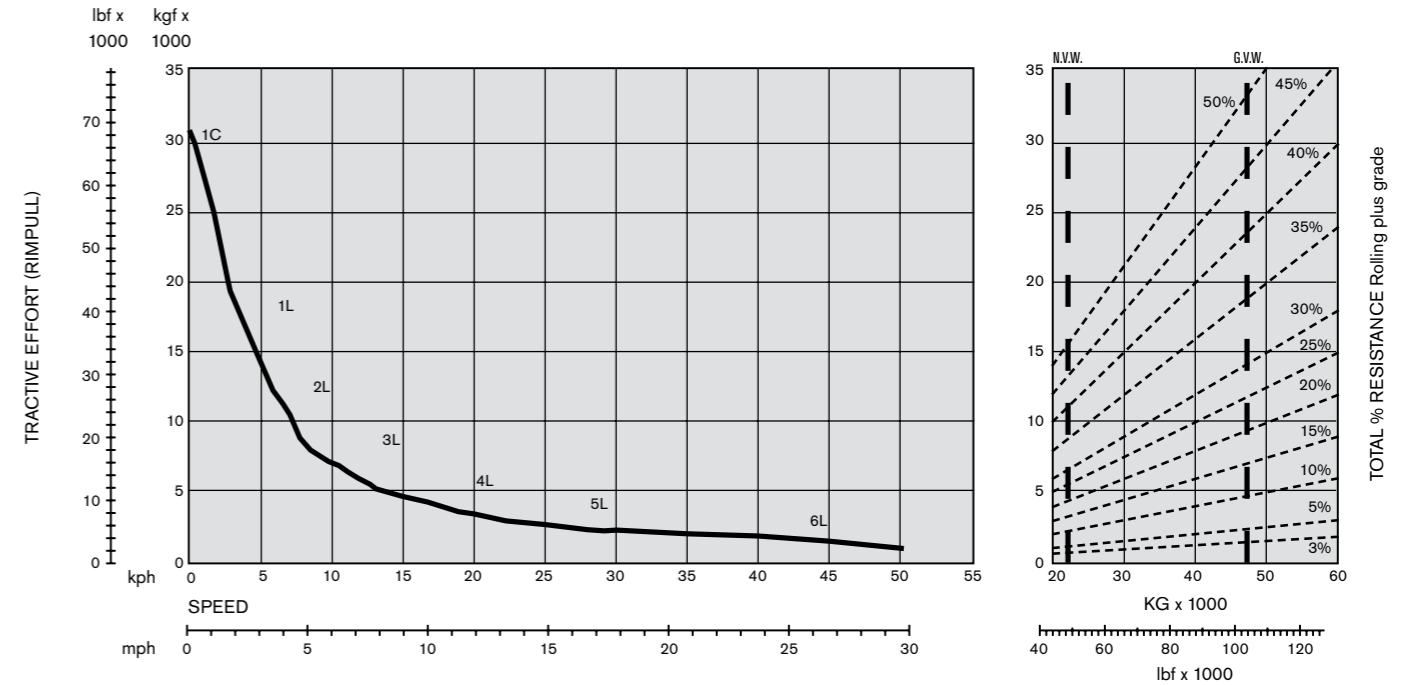
TA250 TA300 TA400

BODY OPTIONS	TA250	TA300	TA400
Body Side Extensions	✓	✓	✓
Heated Body	✓	✓	✓
Liner Plates	✓	✓	✓
Spillguard Extension	✓	✓	✓
Top Tailgate	✓	✓	✓
MIRRORS			
Mirror Front Mounted	✓	✓	✓
Mirror with Wide Angle	✓	✓	✓
Mirrors Heated	✓	✓	✓
LIGHTS			
Beacon Flashing	✓	✓	✓
Fog Rear	✓	✓	✓
Rear Working Lights, Roof Mounted	✓	✓	✓
Reverse Flashing	✓	✓	✓
OTHER OPTIONS			
Automatic Lubrication	✓	✓	✓
Fire Extinguisher	✓	✓	✓
First Aid Kit	✓	✓	✓
Parking Brake Guard	✓	✓	✓
Payload Monitoring System	✓	✓	✓
Seat Heated	✓	✓	✓
Tool Kit	✓	✓	✓
Independent Suspension	✓	-	-

# TA250

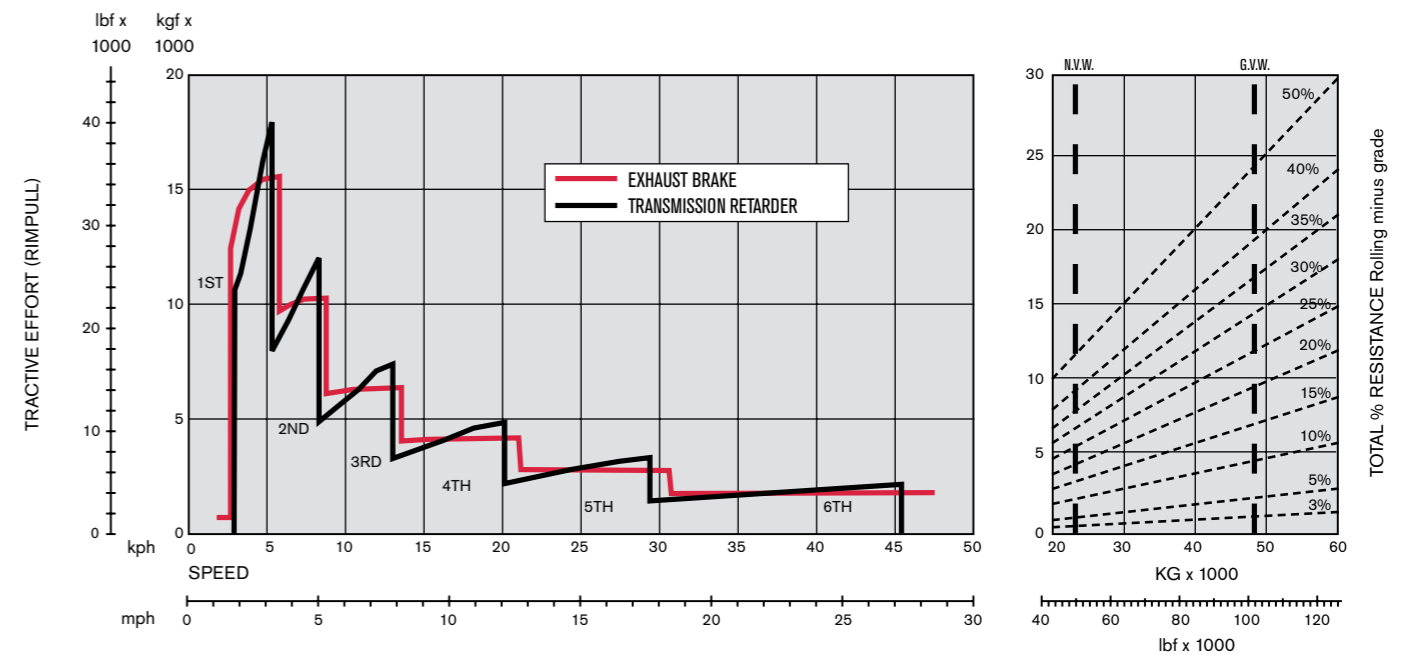
## GRADEABILITY

Unit equipped with 23.5 R25 tires. Graphs based on 2% Rolling Resistance.



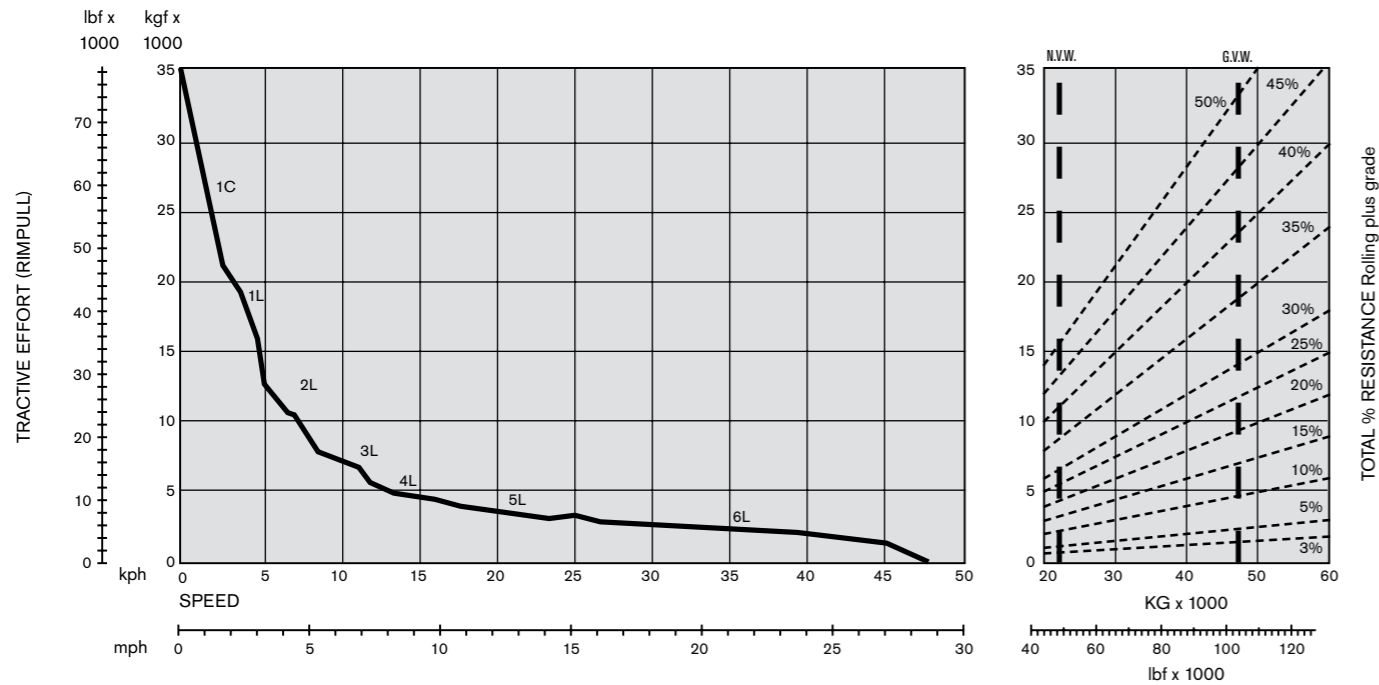
## RETARDATION

Instructions: From intersection of vehicle weight with percentage resistance line read across to determine maximum gear attainable, and then downwards for vehicle speed.



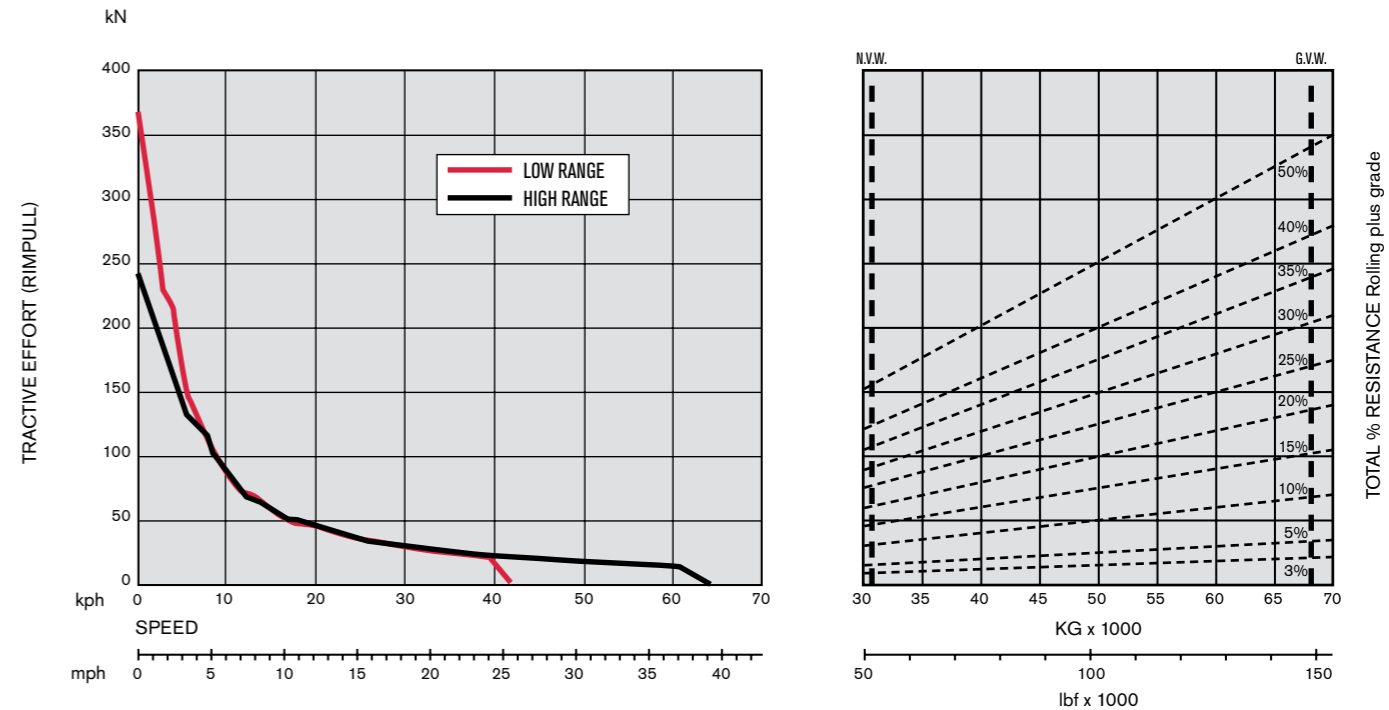
**GRADEABILITY**

Unit equipped with 23.5 R25 tires. Graphs based on 2% Rolling Resistance.



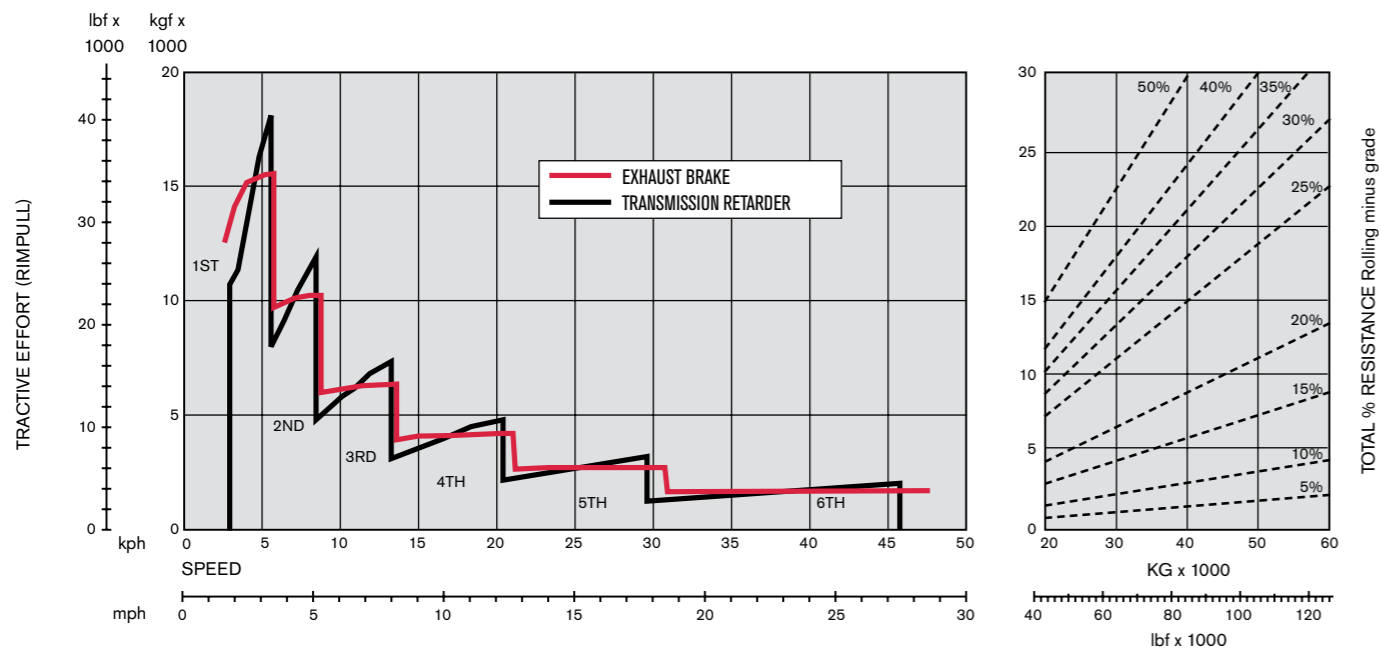
**GRADEABILITY**

Unit equipped with 29.5 R25 tires. Graphs based on 2% Rolling Resistance.



**RETARDATION**

Instructions: From intersection of vehicle weight with percentage resistance line read across to determine maximum gear attainable, and then downwards for vehicle speed.



**RETARDATION**

Instructions: From intersection of vehicle weight with percentage resistance line read across to determine maximum gear attainable, and then downwards for vehicle speed.

