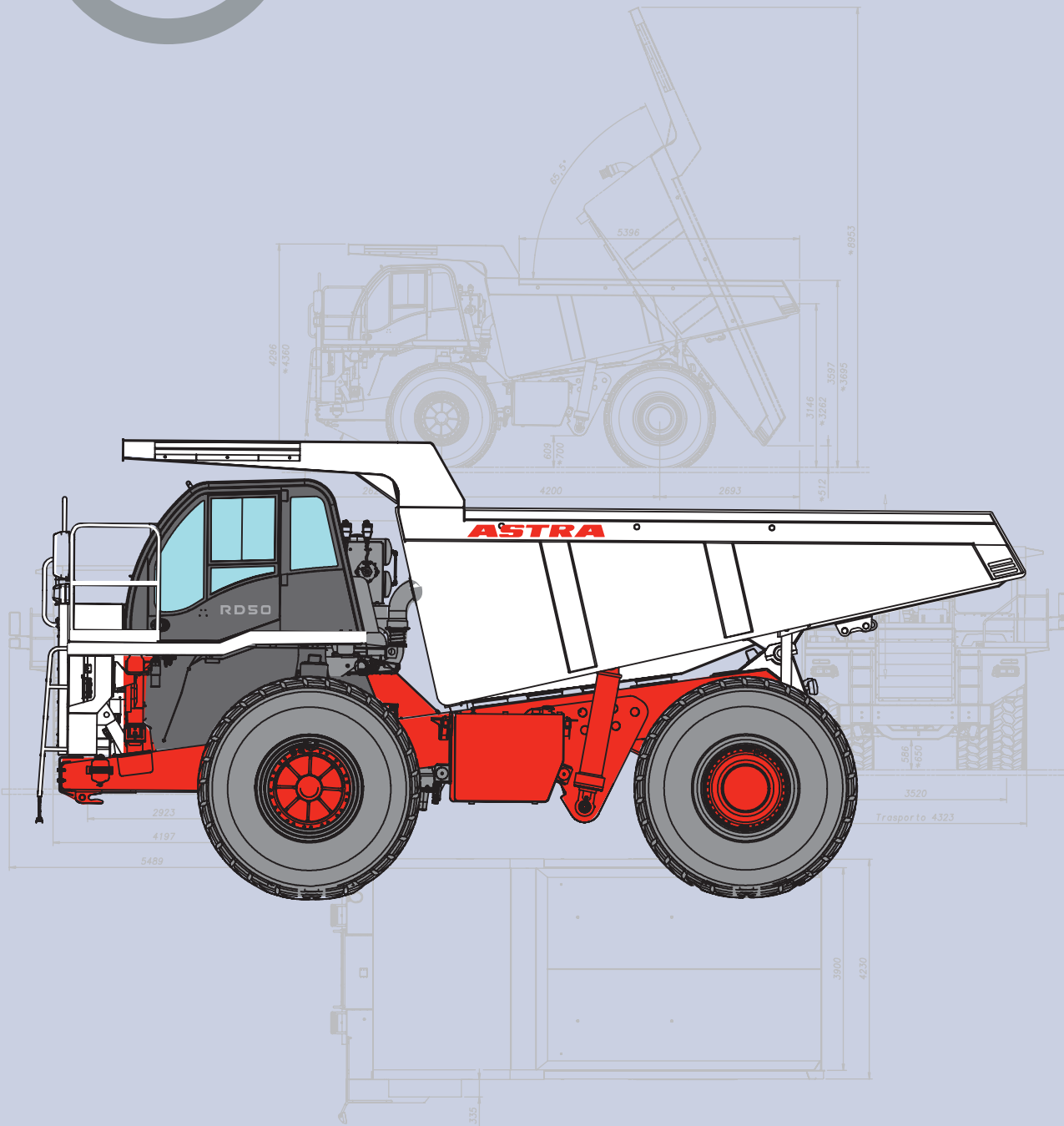




RD 50



- **Engine** Deutz TCD 2015 V8
- **Power** 480kW (653 HP)
- **Transmission** Automatic
- **G.V.W.** 86.850 kg
- **Payload** 49.000 kg
- **Capacity Struck** 23 m³
- **Headped (SAE 2:1)** 32 m³

Rigid Dumper

ENGLISH
03-2008



MOTOR

Diesel V 8 90°-angle, intercooler 4-valves-technology, electronic injection system with solenoid valves.
 Emissions: EU 2004/96 Stage 3A (Europa) ed EPA Off-road Tier3 (USA)
 Make and type: DEUTZ TCD 2015 V8
 Stroke bore: 132x145 mm
 Total displacement: 15900 cm³
 Max power: 480kw (653HP) @ 2100rpm
 Max torque: 2800 Nm @ 1300-1500 rpm
 Engine brake
 Cold start -26°C



PERFORMANCE

With 21.00R35 tyres

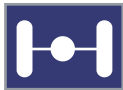
gears	gears ratio	Km/h	mph
1	4,00	10,2	66,3
2	2,68	15,2	9,4
3	2,01	20,3	12,6
4	1,35	30,2	18,7
5	1,00	40,8	25,3
6	0,67	60,8	37,7
1 RM	5,15	7,9	4,9
2 RM	3,46	11,8	7,3



TRANSMISSION

Automatic transmission Allison H6610A with 6 forward speeds and 2 reverse. Hydraulic torque converter, multiplication ratio(stall torque) 1:1,77

Optional: Integrated hydrodynamic retarder between converter and gearbox.



REAR AXLE

KESSLER axle.
 Dual reduction: central by bevel gear pair and final in wheel hubs by epicyclic train.

Central reduction ratio: 1:3,273
 Final reduction ratio: 1:5,895
 Total reduction ratio: 1:19,29

Optional: Rear ratio axle for max. speed 70km/h



TYRES

Interchangeable wheels with steel disk 15"x35"x3"
 Tubeless radial tyres 21.00R35



STEERING

Conformity to ISO5010, SAE J53
 Hydrostatically driven Steering through ORBITROL, with system Q-amp
 Double action two cylinders.
 Gear pump flanged to the gear.
 Max working pressure: 210 bar
 Radial piston emergency pump driven by the transmission.
 Adjustable steering column/wheel.



BRAKES

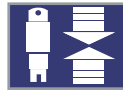
With independent circuits, conforming to SAE J1473 OCT90 and ISO3450-1985.

Service brake: Dry disk pneumatically-hydraulically driven for front axle, wet disc for rear axle.

Parking brake: pneumatically controlled parking disk brake on propeller shaft, rear axle power take-off

auxiliary service brake: pneumatically controlled with manual drive, wet disc for rear axle.

Optional: Retarder brake between torque converter and gearbox.



SUSPENSION

Front: independent steering wheels, hydro-pneumatic suspension cylinders (oil-nitrogen) acting as suspension/shock absorber.

Rear: semi-independent with three reaction rods plus Panhard type cross bar. Two hydro-pneumatic cylinders (oil/nitrogen) acting as suspension/shock absorber.

Optional: front suspension gas charger kit .



ELECTRICAL SYSTEM

2 batteries: 12V / 170Ah

Voltage: 24V

Alternator: 28V / 80Ah

Starter motor: 6,6kw

All cables have identification number, sheath protection and fastened to the chassis.

Multiplex system with CAN bus communication between engine control unit, transmission, body computer and peripheral input/output.
 Dashboard with incorporated multi-function graphic display .



BODY TIPPING SYSTEM

Two single acting telescopic hydraulic cylinders, with 4 pullers and hydraulic brake on second puller uprights on ball joints outside the chassis.

Two gear pumps driven by a gearbox PTO (flow: 320 l/min @ 1500 rpm)
Tipping valve with electropneumatic control on/off, with possible mechanical control for emergency or service.



BODY

Walls and bottom in high abrasion resistance steel.

Hardness:	HB400
Tensile strength:	1000 N/mm ²
UTS:	1250 N/mm ²
Bottom thickness:	12 mm 0.47 in
Side walls thickness:	10 mm 0.39 in
Front panel thickness:	12 mm 0.47 in
Elastic pads between body and chassis.	
Tipping angle:	65,5°
Rising time:	12"
Lowering time:	12"

Body heating system.

Body capacity:

Struck:	23m ³ 30yd ³
Heaped (SAE 2:1):	32m ³ 41 yd ³
Protection structure integral cab according SAE J1040 ISO3471 (ROPS) and according to SAE J231 ISO3449 (FOPS).	

Optional: rock body



CHASSIS

Built in high resistance steel, it has two rectangular section extruded side members joined by stiffening cross members that support the front and the rear suspensions systems.



GREASING SYSTEM

Optional: automatic central greasing system with a variable amount of grease according to the conditions of vehicle use.



WEIGHTS Kg

	TARE (*)		PAYLOAD		TOTAL WEIGHT	
	kg	lb	kg	lb	kg	lb
Front axle	20.290	44.732	9.620	21.208	29.910	65.940
Rear axle	17.560	38.713	39.380	86.818	56.940	125.531
Total	37.850	83.445	49.000	117.026	86.850	200.471

* Tare including fuel, lubricants and driver (75 kg / 165 lb)



CAB

Conforming to FOPS SAE J231, ISO3449

In steel, sound-proofed and mounted on the left side

Compressed air quick coupling to clean cab.

Athermic glasses

Door with glazing in the lower part for maximum visibility

Central driver's seat with universal adjustment and pneumatic suspension

Instructor's seat

Cab suspension with hydrostatic pads

Operating instrumentation and accessories

Windscreen sun screen

Automatic climate control with pollen filter.

Optional:

Work lights on the top of the cab.

RDS car radio

Refrigerator

Reverse gear videocamera

Heater



INSTRUMENTS

On-board computer to manage all the indications and information regarding vehicle functioning (levels, filter clogging, overheating warning lights, faults on assemblies, sensor and valve failures, etc.).

High-tech vehicle diagnostics system: management, display and data storage of engine, transmission, steering system, braking, body tipping and service pneumatic system, reversing buzzer.

Optional:

Emergency engine switch on the ground.

Automatic control of the body



SERVICE DATA(I)

For specifications of the fluids, see the Use and Maintenance Manual.

Engine oil:	48 l	12.6 US Gals
Gearbox oil:	68 l	17.9 US Gals
Cooling circuit:	80 l	21.1 US Gals
Fuel tank:	600 l	158.5 US Gals
Rear axle:	100 l	26.4 US Gals
Hydraulic system oil:	550 l	145.2 US Gals
Brakes hydraulic system oil:	8 l	2.1 US Gals
Final reductions oil (each):	7 l	1.8 US Gals



PNEUMATIC SYSTEM

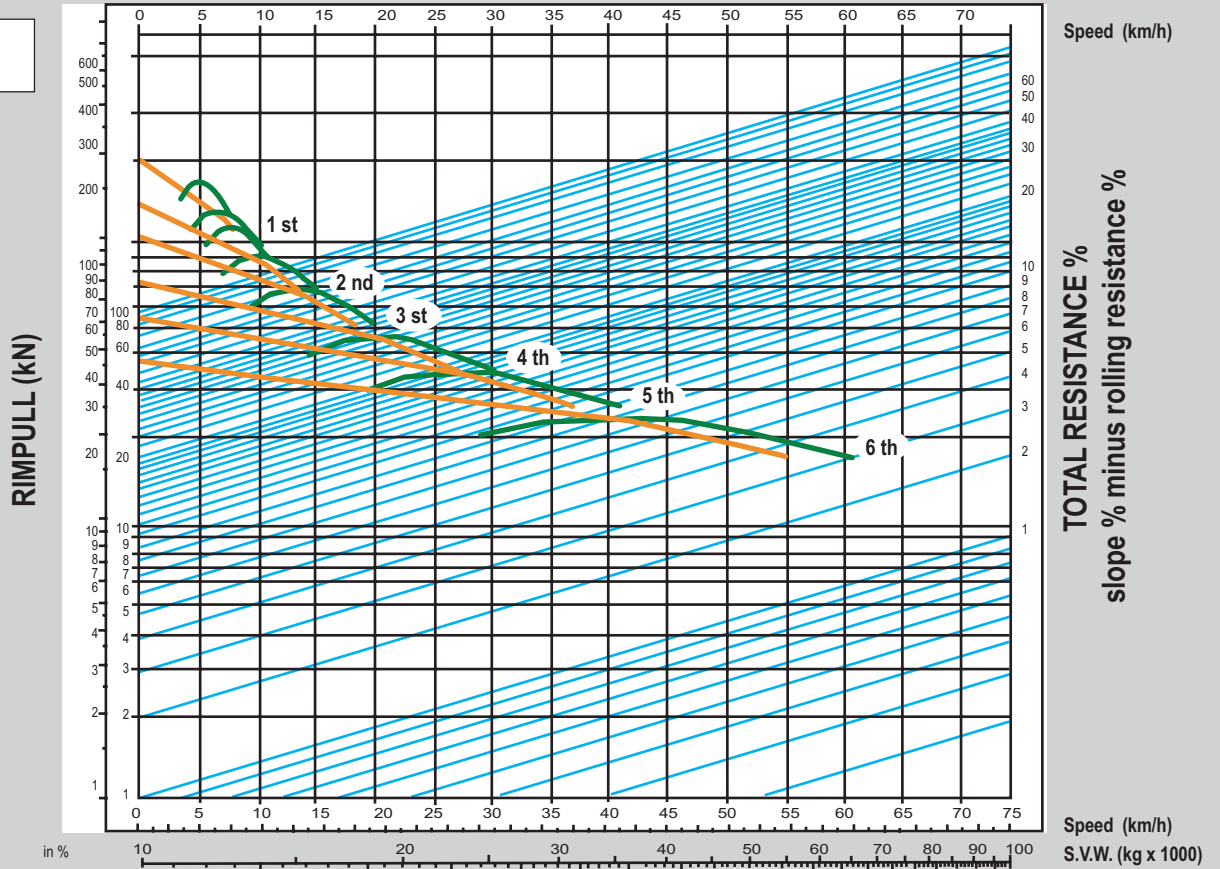
Two-cylinder air compressor. Air drier.

Air tanks n° 5 30l.

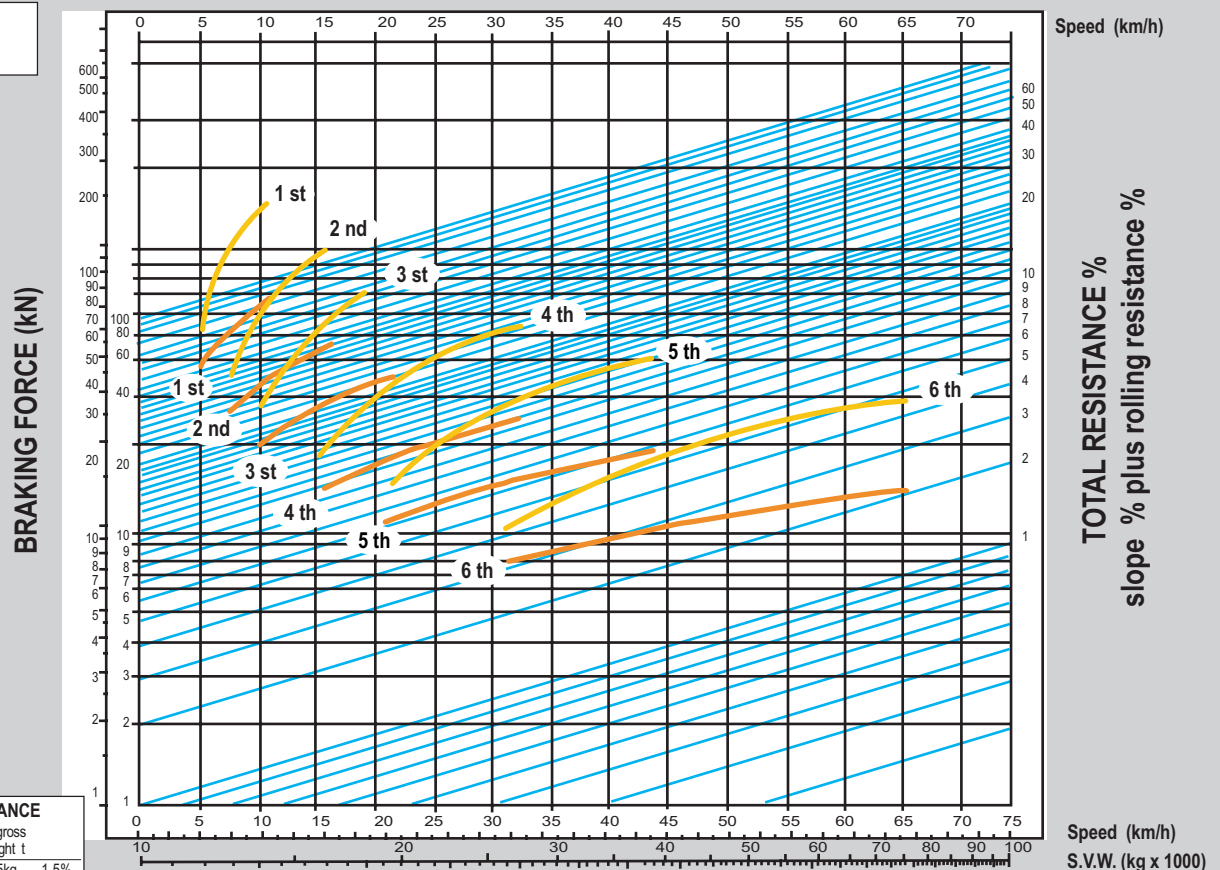
Pneumatic circuit for parking brake, auxiliary service brake, seat suspension, horn and to take up air in the cab.

From the meeting between the vehicle S.V.W. and the sloped line corresponding to the total resistance %, cross to the left to determine the corresponding gear and coming down, the vehicle maximum speed.

- = LOCK UP
- = CONVERTER



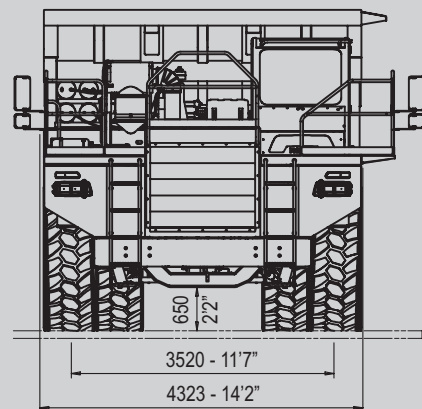
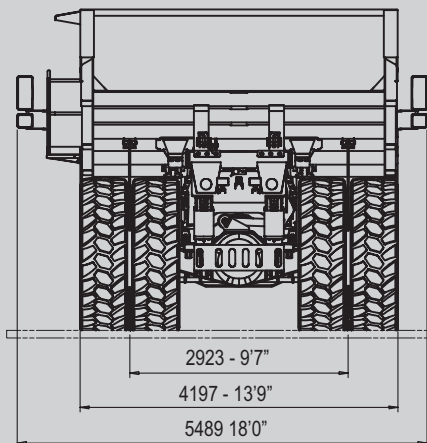
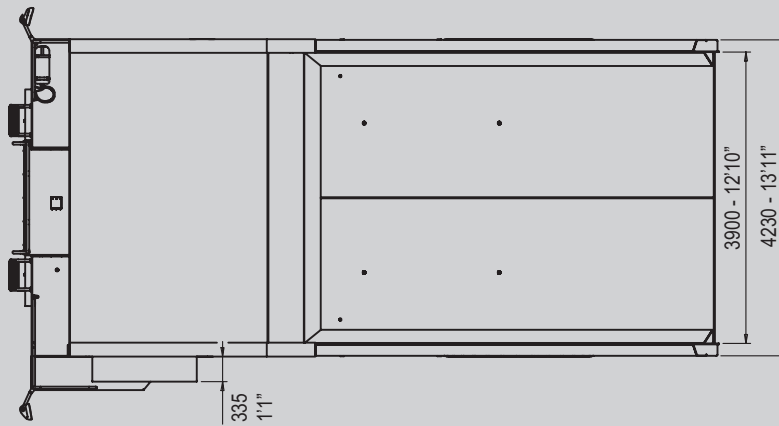
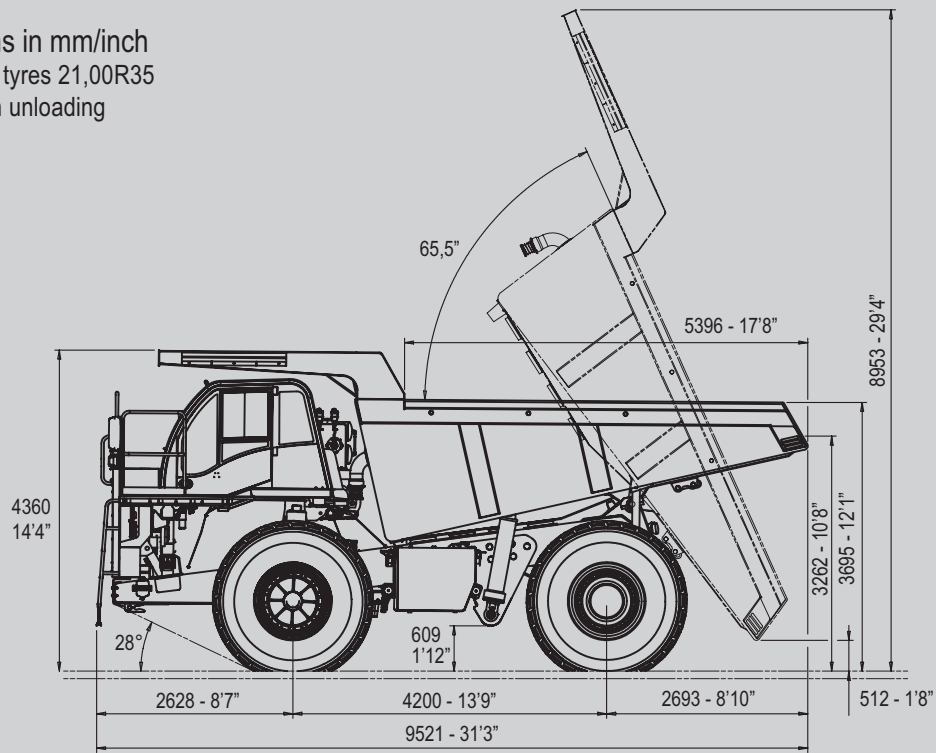
- = RETARDER
- = ENGINE BRAKE



ROLLING RESISTANCE		
Road surface features	for gross weight t	
Black top - Concrete	15kg	1,5%
Hard packed soil	20kg	2,0%
Mud on packed soil	40kg	4,0%
Packed snow	25kg	2,5%
Soft snow	45kg	4,5%
Sand - Gravel	100kg	10,0%

Rigid Dumper RD 50

Dimensions in mm/inch
Vehicle with tyres 21,00R35
Height when unloading





Rigid Dumper

RD 50



Characteristics and equipment are subject to changes without prior notice

M.K.T.- 03.08- A3501505

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DEALER