• PIN3

# Water Tankers

16 000 L | 18 000 L | 23 000 L | 27 000 L | 35 000 L | 38 000 L | 43 000 L

Stage II Certified





BELL

# The full package

## A single point solution for all your needs. Bell Equipment's Water Tankers provide a completely integrated solution that delivers the greatest performance while providing reliable support.

As a global leader in Articulated Water Trucks, Bell Equipment brings you a complete OEM solution packed with class leading features that deliver production boosting performance, lower daily operating costs, superior ride quality and uncompromised safety standards.

- Ergonomic in-cab controls provide fatigue-beating operation, efficient water use, and rapid operation.
- Advanced performance information is readily available to the operator to enhance performance and turnaround times.
- The full integration of all systems has enabled the development of innovative control features that expand the machine's functionality.
- Daily operational costs are reduced thanks to advanced fuel saving technology coupled with high strength lightweight material.


With a strong legacy in mining and construction, the Bell Water Tanker is designed to withstand all heavy duty applications.

A wide range of options and intelligent operation deliver best performance in dust suppression to increase visibility on site and provide effective pulmonary disease prevention.

Innovative control features provide the accuracy required in material hydration applications and flexibility for firefighting requirements.

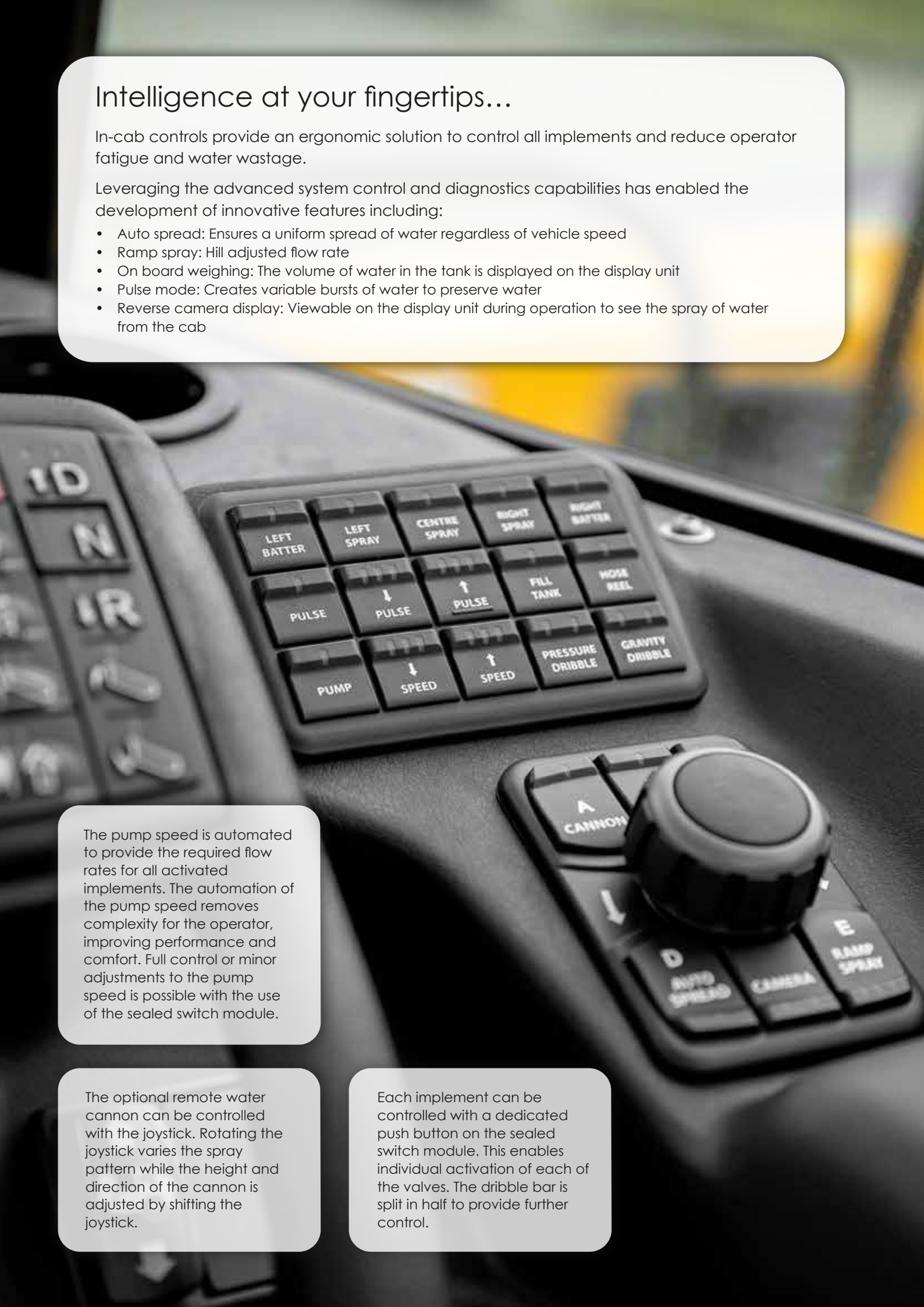
Bell E-series Water Tankers will give your business the competitive edge you need.

# Intelligence at your fingertips…

In-cab controls provide an ergonomic solution to control all implements and reduce operator fatigue and water wastage.

Leveraging the advanced system control and diagnostics capabilities has enabled the development of innovative features including:

- Auto spread: Ensures a uniform spread of water regardless of vehicle speed
- Ramp spray: Hill adjusted flow rate
- On board weighing: The volume of water in the tank is displayed on the display unit
- Pulse mode: Creates variable bursts of water to preserve water
- Reverse camera display: Viewable on the display unit during operation to see the spray of water from the cab




The pump speed is automated to provide the required flow rates for all activated implements. The automation of the pump speed removes complexity for the operator, improving performance and comfort. Full control or minor adjustments to the pump speed is possible with the use of the sealed switch module.

The optional remote water cannon can be controlled with the joystick. Rotating the joystick varies the spray pattern while the height and direction of the cannon is adjusted by shifting the joystick.

Each implement can be controlled with a dedicated push button on the sealed switch module. This enables individual activation of each of the valves. The dribble bar is split in half to provide further control.

Our wide range of optional implements provide the customisation needed to meet any job requirement.

A remote or manual water cannon can be fitted to the top of the tank to provide the height to target a jet of water at a desired target. The spread pattern can be altered from a fog to stream pattern while the flow rate can be adjusted with the use of the pump speed.

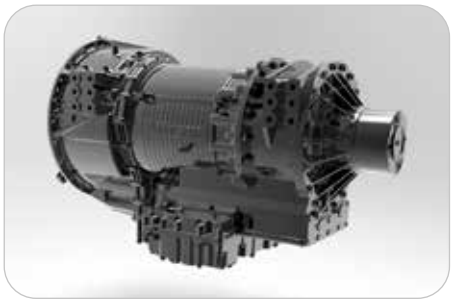
Three spray valves come standard on the rear of the water tank. Additional batter spray valves can be installed on the rear upper corners of the tank to enhance the spread pattern.

Optional hoses are available ranging from retractable hose reels to lay flat hoses.

A gravity fed or pressurised penetration spray bar can be installed on the rear of the water tank. The pressurised option has the additional option of nozzles to enhance the penetration potential of the spray bar.

Custom implements can be controlled with the flexible control electronics for further customisation.

Our quiet operator cabins are ROPS/ FOPS certified with an air suspension operator seat. The trainer seat has a retractable lap belt while the operator seat has a standard 3-point seat belt. Both have automatically locking retractors.



The planetary powershift transmission optimises shift points to match conditions and vehicle weight while protecting the transmission from operator error and abuse. Allison FuelSense® calibration optimises production and fuel burn.

The transfer case inter-axle differential delivers equal torque to each axle when traction is favourable. When conditions deteriorate, the diff-lock automatically engages to deliver torque to the tyres that can best use it.

High-strength steel and widely spaced taper roller bearings in the articulation area enhance long-term durability.


Our innovative front and rear comfort ride suspension options are offered to even further enhance ride quality and ensure minimal whole body vibration exposure.

• The water tank is designed to have a low centre of gravity for vehicle stability. Baffle plates further improve this stability by reducing sloshing effect of the water inside the water tank.

• Handrails are fitted along the staircase and on top of the water tank to ensure the safety of all roof access requirements. The plumbing is also routed internally to prevent any tripping hazards.

• Guards on the tank inlet to the pump and additional filters on the reservoir filling pipe protect the pump from any impurities. Safety reminders for the filling of the water tank from a reservoir are displayed.

• The park brake automatically applies when neutral is selected and it is not possible to engage neutral at speed. Torque dependent park brake release (Hill Assist) ensures no roll back on slopes.

• Best-in-class retarder and engine braking automatically applies when the operator lifts his foot off the accelerator. Retarder aggressiveness can be simply adjusted on the sealed switch module ensuring maximum descent control for all conditions.

• The short front end provides the best approach angle that allows these Water Tankers to attack steep terrain.


# Reliable Performance

- With their oscillating frame and high-flotation tyres, Bell trucks won't leave you stuck. The articulation ensures manoeuvrability to get in and out of tight spots.
- Every water tank is pressurised during inspection to meet the highest quality standards.
- The use of high strength, lightweight materials coupled with fuel saving technology give these trucks the best fuel efficiency.
- The tank is constructed with internal baffle plates, which enhance the rigidity of the tank while providing greater stability. The tank is coated internally with an epoxy lining to prevent rust and prolong the life span of the product.
- Serviceability is enhanced with the pump and components being ground level accessible.
- Complete system integration enables the remote monitoring of live vehicle information for ease of fleet management.

# Maximise your uptime

The E-series is loaded with features that make it as easy to maintain as it is to operate. Spend less time and expense getting ready for work and more time getting work done.

Easy-to-reach dipsticks and grouped service points make quick work of the daily routine. Quick-change filters together with extended engine and hydraulic oil-service intervals lower daily operating costs and provide superior machine uptime.

The industry leading, 10" colour monitor offers on-board machine diagnostics as well as automated daily service functionality, coupled with diagnostic test ports, for ease of troubleshooting and informing maintenance decisions on site.



If something goes wrong, the diagnostic monitor provides service codes and supporting info to help diagnose the problem.

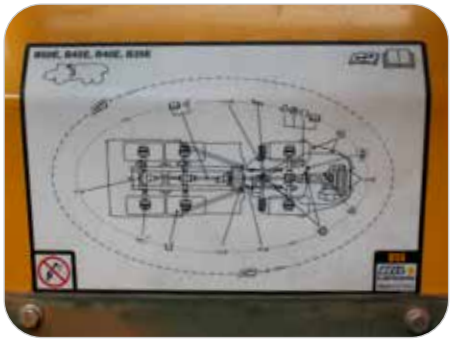

The cab can be tilted in minutes without special tools, for convenient service access to drivetrain components.

An in-cab load centre simplifies fuse replacement. Fewer relays, connectors and harnesses mean higher reliability.

The remote transmission filter option makes transmission filter replacement an even faster and cleaner task.

See-through fluid reservoirs and sight gauges let you check fluid levels at a glance.


Easily accessible test ports allow technicians to troubleshoot problems more quickly.



- Automated daily service checks can be done with ease and comfort from inside the operator station using the 10" colour LCD monitor and sealed display controller.

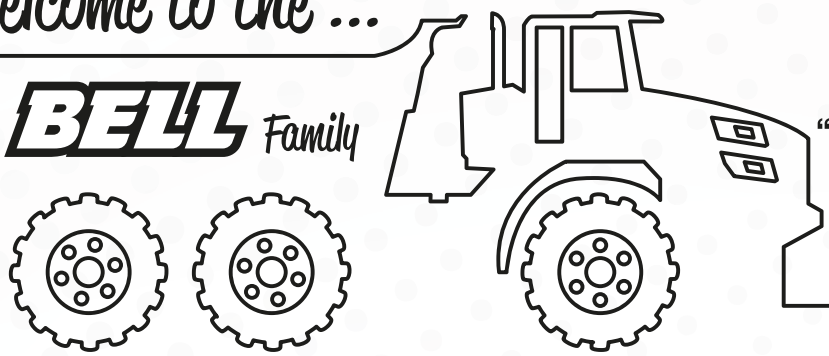
- The load-sensing hydraulic system was designed with simplicity in mind, while maintaining efficiency. Fewer components for improved reliability and serviceability.

- Extended engine transmission and hydraulic oil-change for increased uptime and lower operating cost.

- Available environmental drains allow quick, no-spill changes.

- Your Bell Service Centre has the parts and backup you need to stay productive and offers a wide variety of preventative maintenance and support programmes to help you control costs.

# Welcome to the ... BELL Family



"Power up and plug in to our end-to-end customer solutions!"

START

Through our living motto **'Strong Reliable Machines, Strong Reliable Support'**, we offer both exceptional equipment and aftermarket support products because we want your Bell ownership experience to be a happy one.

## SETTING YOU UP FOR SUCCESS

- TRAINING

## PROTECTING YOUR ASSETS

- LUBECHECK
- MAINTENANCE CONTRACT
- EXTENDED WARRANTY
- FLEETM@TIC®

## KEEPING YOUR MACHINE RUNNING

- LUBRICANTS
- TECHNICAL SUPPORT
- SPECIAL TOOLS
- PARTS
- SERVICE KITS
- BELL OUTLETS

## GIVING YOU EXTRA VALUE, LONGER LIFE

- REMAN COMPONENTS
- PRE-OWNED EQUIPMENT

# SUPPORTING YOU EVERY STEP OF YOUR BELL OWNERSHIP EXPERIENCE

# Smarter fleet management


## Cutting edge technology, helping you run your fleet smarter. Providing accurate, up-to-date operational data, production data and diagnostic data.

The key to a productive and profitable fleet, lies in the ability to monitor and manage your machines and operators efficiently. Machine operational data is processed and compiled into useful production and performance statistics, accessible via the Bell Fleetm@tic® website. These reports are also automated and emailed directly to you. The two monitoring packages that we have available, are:

• **The Classic Package** supplies you with good enough information for you to have a very good understanding of how your machines is operating for each shift that it runs. This package comes standard with the machine for 2 years.

• **The Premium Package** is focused on customers who need to have extremely detailed information of the machine's operation. For this package we offer similar information to that of the Classic Package but for each individual laden - unladen cycle. In addition, live tracking is available on the Fleetm@tic® website on a per minute basis.

## Fleetm@tic®:

- Maximise productivity
- Generate machine utilisation reports
- Identify operator training requirements
- Pro-active maintenance planning
- Implement safety features
- Receive machine fault codes as well as suggested trouble shooting procedures
- Protect investments
- Receive real time geospatial data

# 2806E 4x4 16 000 L Articulated Water Tanker

## ENGINE

**Manufacturer**
Mercedes Benz

**Model**
OM906LA

**Configuration**
Inline 6, turbocharged and intercooled.

**Gross Power**
205 kW (275 hp) @ 2 200 rpm

**Net Power**
198 kW (265 hp) @ 2 200 rpm

**Gross Torque**
1 100 Nm (811 lbft) @ 1 200 -1 600 rpm

**Displacement**
6,37 litres (389 cu.in)

**Auxiliary Brake**
Exhaust Valve Brake
Engine Valve Brake

**Fuel Tank Capacity**
379 litres (100 US gal)

**Certification**
OM906LA meets EU Stage II/EPA Tier 2 emissions regulations.

## TRANSMISSION

**Manufacturer**
Allison

**Model**
3500PR ORS

**Configuration**
Fully automatic planetary transmission with optional retarder.

**Layout**
Engine mounted

**Gear layout**
Constant meshing planetary gears, clutch operated.

**Gears**
6 Forward, 1 Reverse

**Clutch Type**
Hydraulically operated multi-disc

**Control Type**
Electronic

**Torque Control**
Hydrodynamic with lock-up in all gears.

## TRANSFER BOX

**Manufacturer**
Kessler

**Series**
W1400

**Layout**
Remote mounted

**Gear Layout**
Three in-line helical gears

**Output Differential**
Permanent interaxle differential lock

## AXLES

High torque, low speed suitable for dual wheels.

**Manufacturer**
Bell

**Model**
15T

**Differential**
High input limited slip differential with spiral bevel gears.

**Final Drive**
Outboard heavy duty planetary on all axles

## BRAKING SYSTEM

**Service Brake**
Dual circuit, full hydraulic actuation Wet disc brakes.

Maximum Brake Force:
132 kN (29 675 lbf) with standard tyres.

**Park & Emergency**
Spring applied air released, driveline mounted disc

Maximum Brake Force:
242 kN (54 400 lbf)

**Auxiliary Brake**
Automatic exhaust valve brake and engine valve brake.

Optional automatic, adjustable, integral, hydrodynamic transmission retarder. Output shaft speed dependant.

**Maximum Retardation**
165 kW (221 hp) Standard continuous
539 kW (723 hp) with Maximum retarder option

## WHEELS

**Standard Tyre: Size**
23.5 X 25 SRG

**Standard Tyre: Type**
Radial Earthmover

## FRONT SUSPENSION

Semi-independent, leading A-frame supported by hydro-pneumatic suspension struts.

## HYDRAULIC SYSTEM

Full load sensing system serving the prioritized steering, body tipping and brake functions. A ground-driven, load sensing emergency steering pump is integrated into the main system.

**Pump Type**
Variable displacement load sensing
piston

**Flow**
165 l/min (44 gal/min)

**Pressure**
28 Mpa (4 061 psi)

**Filter**
5 microns

## STEERING SYSTEM

Double-acting cylinders with ground driven emergency steering pump

**Lock to lock turns**
4,1

**Steering Angle**
45°

## PNEUMATIC SYSTEM

Air drier with heater and integral unloader valve, serving park brake and auxiliary functions.

**System Pressure**
810 kPa (117 psi)

## ELECTRICAL SYSTEM

**Voltage**
24 V

**Battery Type**
Two AGM (Absorption Glass Mat) type

**Battery Capacity**
2 X 75 Ah

**Alternator Rating**
28 V 80 A

## VEHICLE SPEEDS

| | | |
|---|---|---|
| 1st | 8 km/h | 5 mph |
| 2nd | 15 km/h | 9 mph |
| 3rd | 20 km/h | 12 mph |
| 4th | 28 km/h | 17 mph |
| 5th | 37 km/h | 23 mph |
| 6th | 43 km/h | 27 mph |
| R | 6 km/h | 3 mph |

## WATER TANK

**Tank capacity**
16 000 Litres

## WATER TANKER PLUMBING

Centrifugal water pump

**Rate of Flow**
1 800 L/min

**Head**
50 m

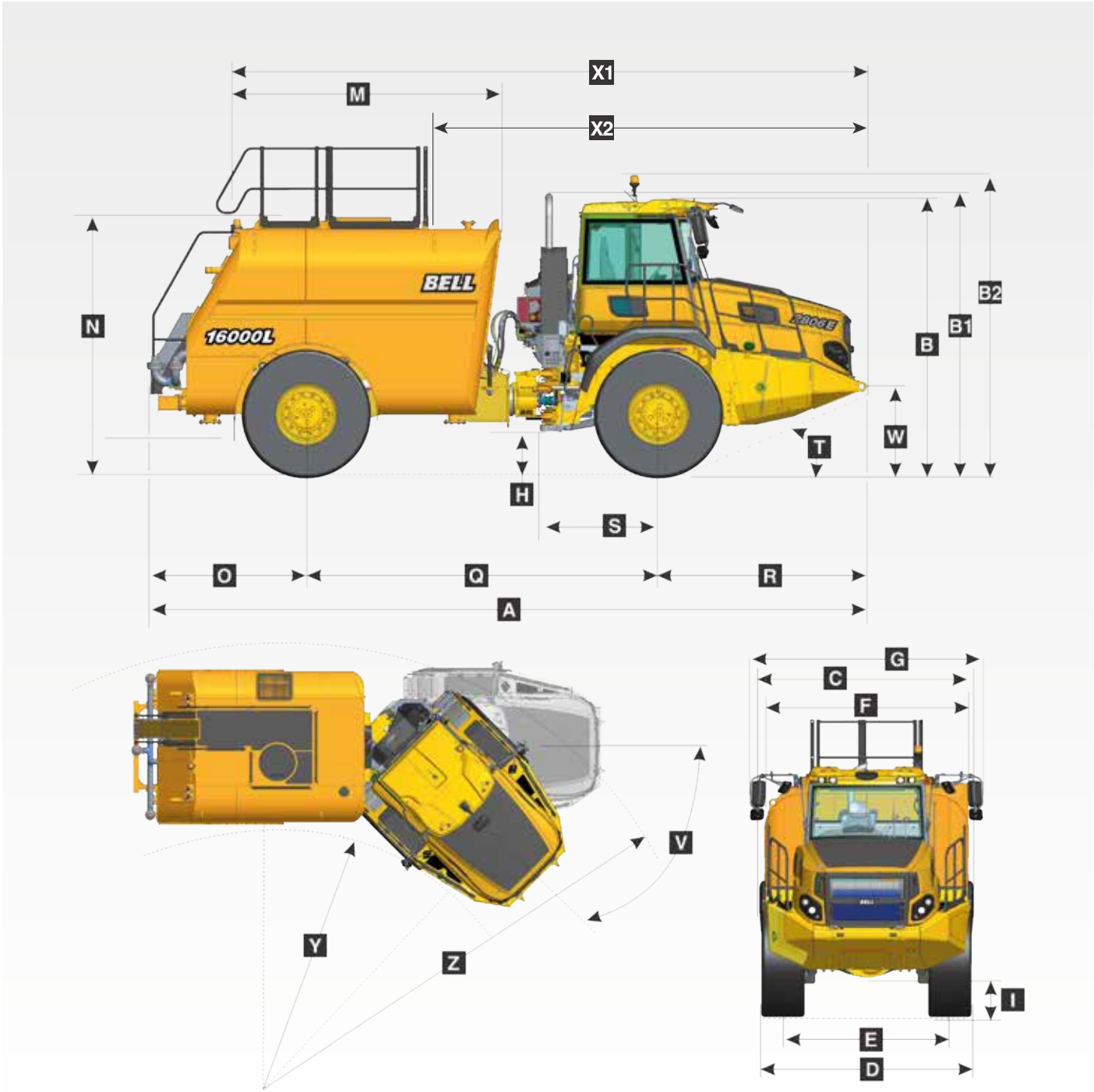
## CAB

ROPS/FOPS certified 74 dBA internal sound level measured

# Load Capacity & Ground Pressure

| OPERATING WEIGHTS | | GROUND PRESSURE | | LOAD CAPACITY | |
|---|---|---|---|---|---|
| UNLADEN | kg (lb) | LADEN (No sinkage) | | | |
| Front | 10 163 (22 405) | | kPa (Psi) | Rated Payload | 16 000 litres |
| Rear | 9 009 (19 861) | Front | 255 (36) | | (4 200 gallons) |
| Total | 19 172 (42 267) | Rear | 445 (64) | | |
| | | | | | |
| | | | | | |
| LADEN | kg (lb) | | | | |
| Front | 12 635 (27 855) | | | | |
| Rear | 17 075 (37 644) | | | | |
| Total | 35 148 (77 488) | | | | |

# Dimensions



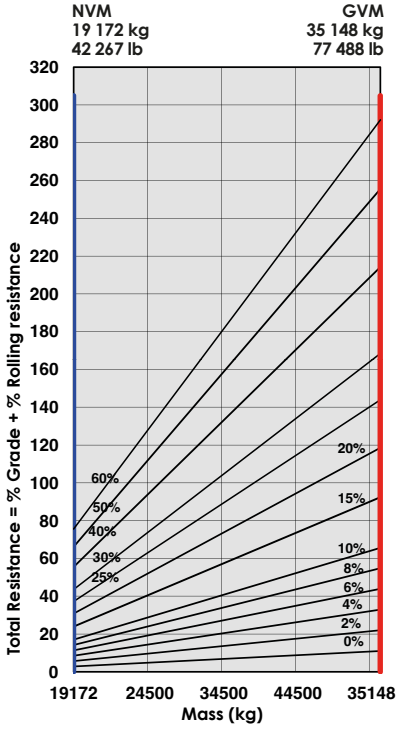

## Machine Dimensions

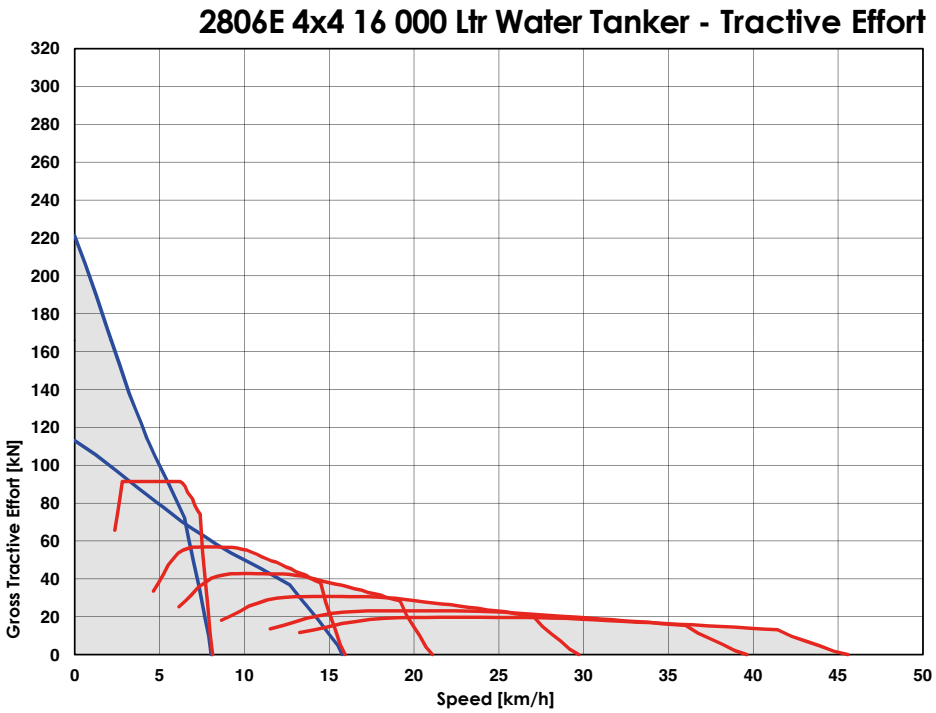
| | | | |
|---|---|---|---|
| A | Length - Transport Position | 8 946 mm | (29 ft. 4 in.) |
| B | Height - Transport Position | 3 436 mm | (11 ft. 3 in.) |
| B1 | Height-Rotating Beacon | 3 548 mm | (11 ft. 8 in.) |
| B2 | Height-Exhaust | 3 517 mm | (11 ft. 6 in.) |
| C | Width over Mudguards | 2 984 mm | (9 ft. 9 in.) |
| D | Width over Tyres-23.5R25 | 2 926 mm | (9 ft. 7 in.) |
| E | Tyre Track Width-23.5R25 | 2 325 mm | (7 ft. 8 in.) |
| F | Width over Tank / Bowser | 2 840 mm | (9 ft. 4 in.) |
| G | Width over Mirrors - Operating Position | 3 260 mm | (10 ft. 8 in.) |
| H | Ground Clearance - Artic | 563 mm | (22.17 in.) |
| I | Ground Clearance - Front Axle | 470 mm | (18.5 in.) |
| K | Ground Clearance - Under Run Bar | N/A | |
| M | Tank / Bowser Length | 3 368 mm | (11 ft. 1 in.) |

| | | | |
|---|---|---|---|
| N | Maximum Tank Height | 3 074 mm | (10 ft. 1 in.) |
| O | Rear Axle Centre to Bowser / Tank Rear | 1 950 mm | (6 ft. 5 in.) |
| Q | Mid Axle Centre to Front Axle Centre | 4 395 mm | (14 ft. 5 in.) |
| R | Front Axle Centre to Machine Front | 2 601 mm | (8 ft. 6 in.) |
| S | Front Axle Centre to Artic Centre | 1 363 mm | (4 ft. 5 in.) |
| T | Approach Angle | 26° | |
| V | Maximum Articulation Angle | 45° | |
| W | Front Tie Down Height | 1 092 mm | (3 ft. 7 in.) |
| X1 | Tank Lifting Centres | 6 996 mm | (22 ft. 11 in.) |
| X2 | Machine Lifting Centres | 4 853 mm | (15 ft. 11 in.) |
| Y | Inner Turning Circle Radius - 23.5R25 | 3 475 mm | (11 ft. 5 in.) |
| Z | Outer Turning Circle Radius - 23.5R25 | 7 159 mm | (23 ft. 6 in.) |

## Gradeability/Rimpull

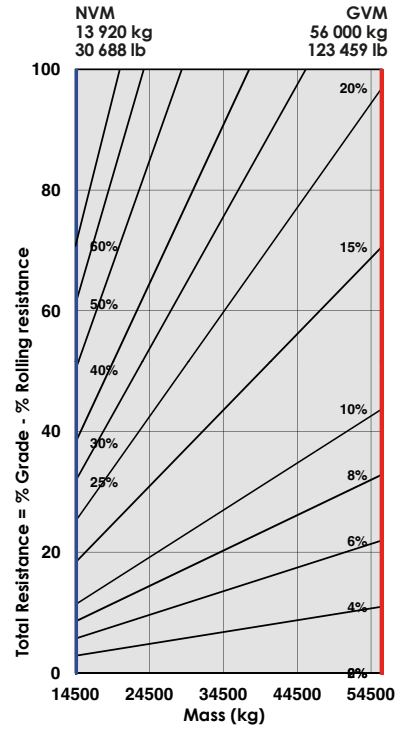
1. Determine tractive resistance by finding intersection of vehicle mass line and grade line. NOTE: 2% typical rolling resistance is already assumed in chart and grade line.
2. From this intersection, move straight right across charts until line intersects rimpull curve.
3. Read down from this point to determine maximum speed attained at that tractive resistance.

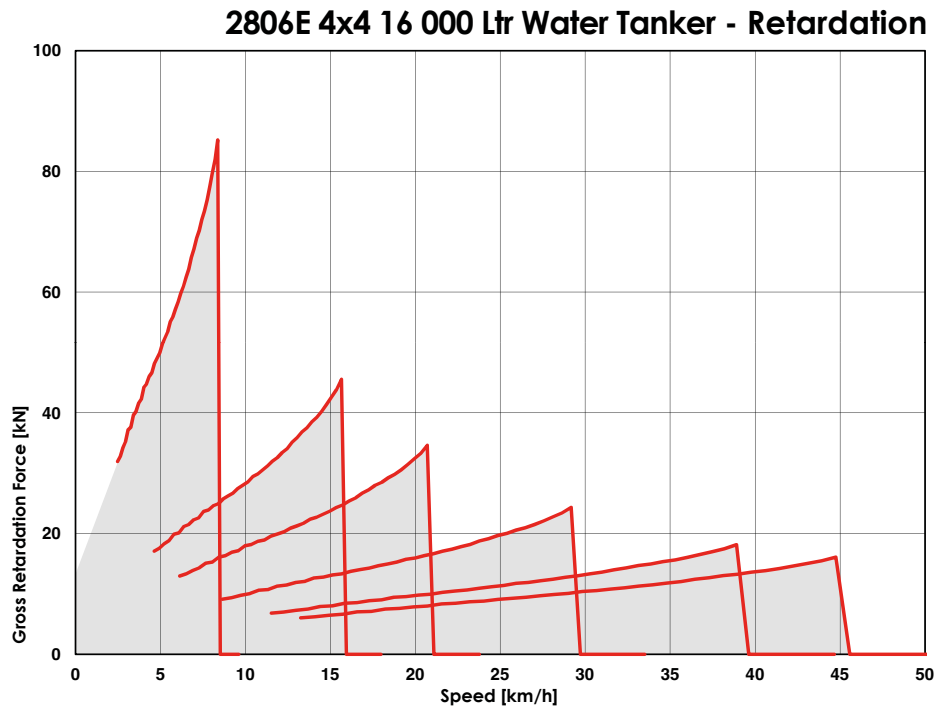



## Retardation

1. Determine retardation force required by finding intersection of vehicle mass line.
2. From this intersection, move straight right across charts until line intersects the curve. NOTE: 2% typical rolling resistance is already assumed in chart.
3. Read down from this point to determine maximum speed.



# B18E 6x4 18 000 L Articulated Water Tanker

## ENGINE

**Manufacturer**
Mercedes Benz

**Model**
OM924LA

**Configuration**
Inline 4, turbocharged and intercooled.

**Net Power**
163 kW (219 hp) @ 2 200 rpm in accordance with UN ECE R120

**Gross Torque**
810 Nm (597 lbft)
@ 1 200 -1 600 rpm

**Displacement**
4,80 litres (293 cu.in)

**Auxiliary Brake**
Exhaust Valve Brake
Engine Valve Brake

**Fuel Tank Capacity**
195 litres (53 US gal)

**Certification**
OM924LA meets Euro III emissions regulations

## TRANSMISSION

**Manufacturer**
Allison

**Model**
Standard Non Retarder: 3000P ORS
Optional Retarder: 3000PR ORS

**Configuration**
Fully automatic planetary transmission with integral retarder.

**Layout**
Engine mounted

**Gear layout**
Constant meshing planetary gears, clutch operated

**Gears**
6 Forward, 1 Reverse

**Clutch Type**
Hydraulically operated multidisc

**Control Type**
Electronic

**Torque Control**
Hydrodynamic with lock-up in all gears

## TRANSFER CASE

**Manufacturer**
Kessler

**Series**
W1400

**Layout**
Remote mounted

**Gear Layout**
Three in-line helical gears

**Output Differential**
Interaxle 33/67 proportional differential. Automatic inter-axle differential lock.

## AXLES

**Manufacturer**
Bell

**Model**
15T

**Differential**
High input limited slip differential with spiral bevel gears.

**Final Drive**
Outboard heavy duty planetary on all axles

## BRAKING SYSTEM

**Service Brake**
Dual circuit, full hydraulic actuation dry disc brakes with 8 calipers (4F, 2M, 2R).

Maximum brake force:
244 kN (54 720 lbf)

**Park & Emergency**
Spring applied, air released driveline mounted disc.

Maximum brake force:
182 kN (40 802 lbf)

**Auxiliary Brake**
Automatic exhaust valve brake and engine valve brake. Optional automatic, adjustable, integral, hydrodynamic transmission retarder. Output shaft speed dependant.

**Total Retardation Power**
99kW (133 hp) Continuous non-retarder.
144kW (193 hp) Continuous retarder.
99kW (133 hp) Maximum non-retarder.
505kW (677 hp) Maximum retarder.

## WHEELS

**Type**
Radial Earthmover

**Tyre**
20.5 R 25

## FRONT SUSPENSION

Semi-independent, leading A-frame supported by hydro-pneumatic suspension struts.

## REAR SUSPENSION

Pivoting walking beams with laminated rubber suspension blocks

## HYDRAULIC SYSTEM

Full load sensing system serving the prioritized steering, body tipping and brake functions. A ground-driven, load sensing emergency steering pump is integrated into the main system.

**Pump Type**
Variable displacement load sensing
piston

**Flow**
155 l/min (41,5 gal/min)

**Pressure**
27 MPa (3 915 psi)

**Filter**
5 microns

## STEERING SYSTEM

Double-acting cylinders with ground driven emergency steering pump.

**Lock to lock turns**
4,32

**Steering Angle**
45°

## DUMPING SYSTEM

Two double-acting, single stage, dump cylinders

**Raise Time**
10 s

**Lowering Time**
5,5 s

**Tipping Angle**
70° standard, or any lower angle programmable

## PNEUMATIC SYSTEM

Air drier with heater and integral unloader valve, serving park brake and auxiliary functions.

**System Pressure**
810 kPa (117 psi)

## ELECTRICAL SYSTEM

**Voltage**
24 V

**Battery Type**
Two AGM (Absorption Glass Mat) type

**Battery Capacity**
2 X 75 Ah

**Alternator Rating**
28 V 80 A

## VEHICLE SPEEDS

| | | |
|---|---|---|
| 1st | 11 km/h | 7 mph |
| 2nd | 20 km/h | 12 mph |
| 3rd | 27 km/h | 17 mph |
| 4th | 38 km/h | 24 mph |
| 5th | 50 km/h | 31 mph |
| 6th | 50 km/h | 31 mph |
| R | 7 km/h | 4 mph |

## WATER TANK

**Tank capacity**
18 000 Litres

## WATER TANKER PLUMBING

Centrifugal water pump

**Rate of Flow**
1 800 L/min

**Head**
50 m

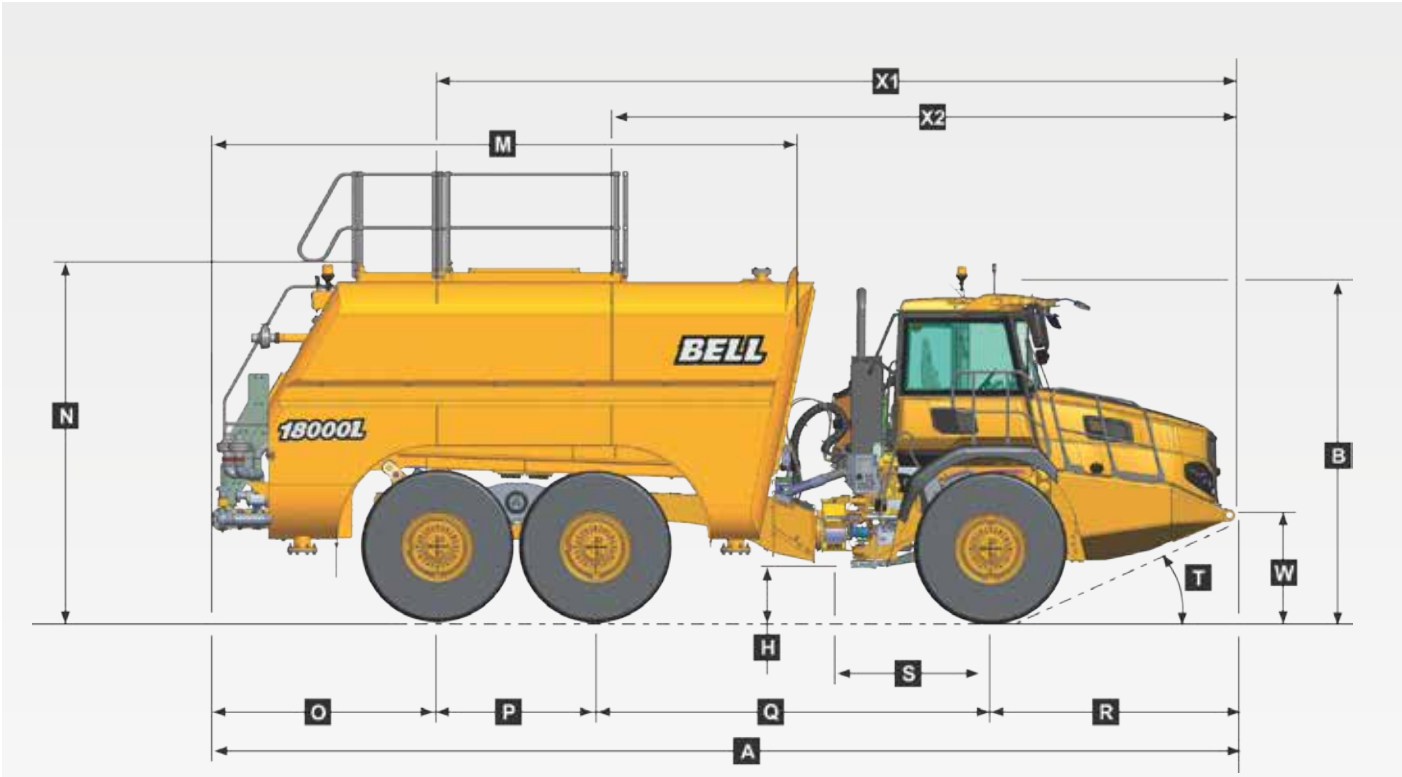
## CAB

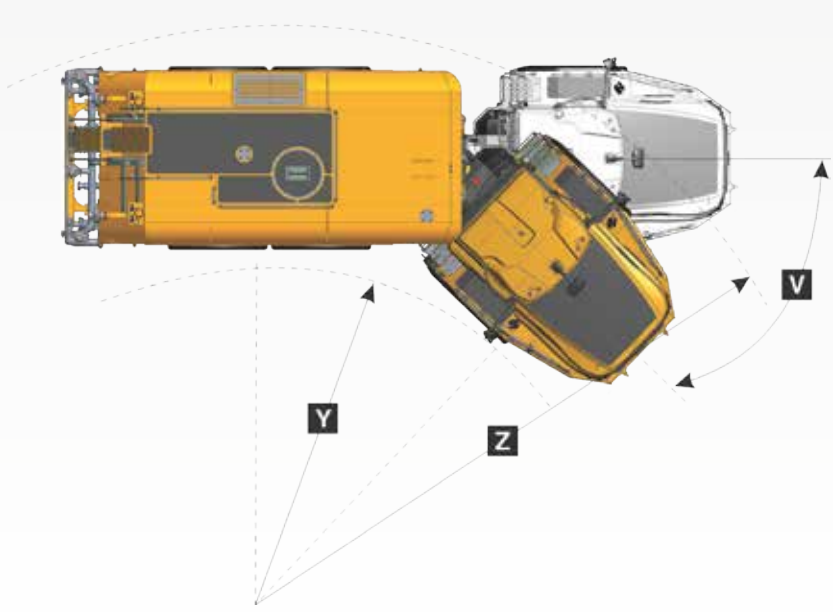
ROPS/FOPS certified 71 dBA internal sound level measured according to ISO 6396.

# Load Capacity & Ground Pressure

| OPERATING WEIGHTS | | GROUND PRESSURE | | LOAD CAPACITY | |
|---|---|---|---|---|---|
| UNLADEN - Tare** | kg (lb) | LADEN (No sinkage) | | | |
| Front | 7 955 (17 541) | 20.5 R 25 | kPa (Psi) | Rated Payload | 18 000 litres |
| Middle | 3 740 (8 247) | Front | 223 (32) | | (4 700 gallons) |
| Rear | 3 330 (7 343) | Middle | 299 (43) | | |
| Total | 15 025 (33 130) | Rear | 299 (43) | | |
| LADEN | | | | | |
| Front | 9 840 (21 693) | | | | |
| Middle | 11 730 (25 860) | | | | |
| Rear | 11 540 (25 441) | | | | |
| Total | 33 110 (72 995) | | | | |

# Dimensions





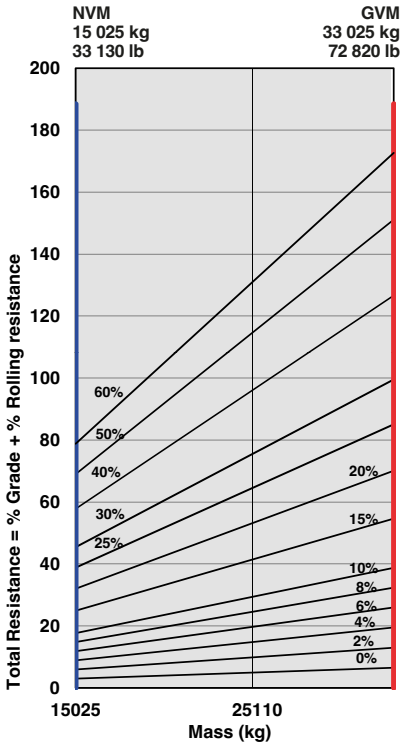
## Machine Dimensions

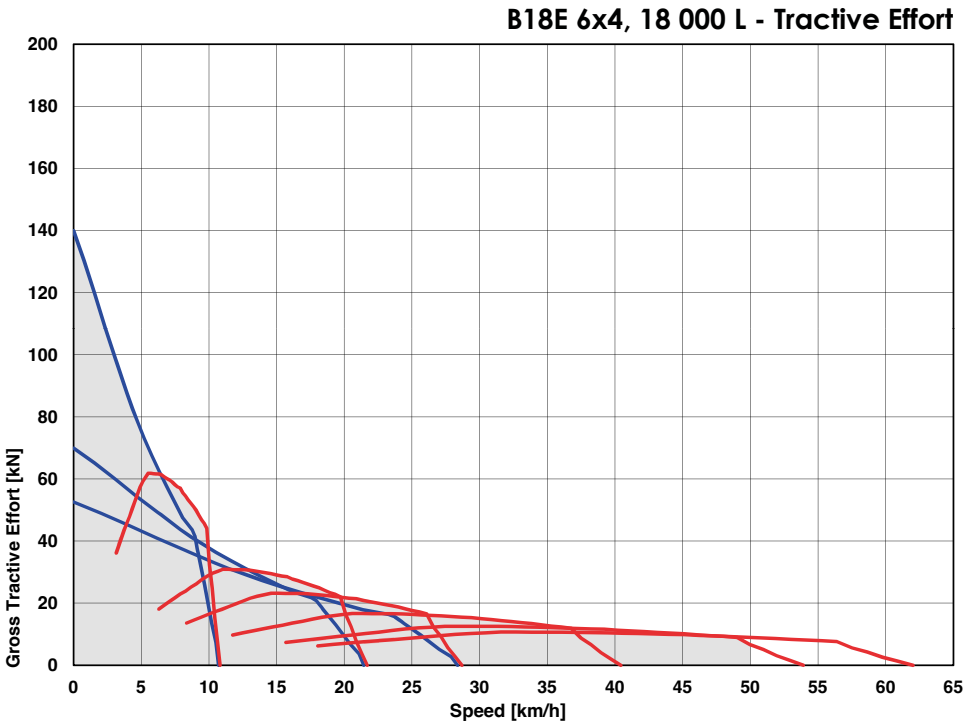
| | | | |
|---|---|---|---|
| A | Length - Transport Position | 9 932 mm | (29 ft. 4 in.) |
| B | Height - Transport Position | 3 454 mm | (11 ft. 3 in.) |
| C | Width over Mudguards | 2 568 mm | (9 ft. 9 in.) |
| D | Width over Tyres-23.5R25 | 2 550 mm | (9 ft. 7 in.) |
| E | Tyre Track Width-23.5R25 | 2 022 mm | (7 ft. 8 in.) |
| F | Width over Tank / Bowser | 2 491 mm | (9 ft. 4 in.) |
| F | Width over Tank / Bowser (with hose) | 2 570 mm | (10 ft. 8 in.) |
| G | Width over Mirrors - Operating Position | 3 260 mm | (10 ft. 8 in.) |
| H | Ground Clearance - Artic | 479 mm | (22.17 in.) |
| I | Ground Clearance - Front Axle | 444 mm | (18.5 in.) |
| M | Tank / Bowser Length | 5 624 mm | (11 ft. 1 in.) |
| N | Maximum Tank Height | 3 343 mm | (10 ft. 1 in.) |

| | | | |
|---|---|---|---|
| O | Rear Axle Centre to Bowser / Tank Rear | 2 108 mm | (6 ft. 5 in.) |
| P | Mid Axle to Rear Axle Centre | 1 600 mm | (5 ft. 3 in.) |
| Q | Mid Axle Centre to Front Axle Centre | 3 865 mm | (14 ft. 5 in.) |
| R | Front Axle Centre to Machine Front | 2 357 mm | (8 ft. 6 in.) |
| S | Front Axle Centre to Artic Centre | 1 361 mm | (4 ft. 5 in.) |
| T | Approach Angle | 26° | |
| V | Maximum Articulation Angle | 45° | |
| W | Front Tie Down Height | 1 028 mm | (3 ft. 7 in.) |
| X1 | Tank Lifting Centres | 7 833 mm | (22 ft. 11 in.) |
| X2 | Machine Lifting Centres | 6 207 mm | (15 ft. 11 in.) |
| Y | Inner Turning Circle Radius - 23.5R25 | 3 954 mm | (11 ft. 5 in.) |
| Z | Outer Turning Circle Radius - 23.5R25 | 7 309 mm | (23 ft. 6 in.) |

## Gradeability/Rimpull

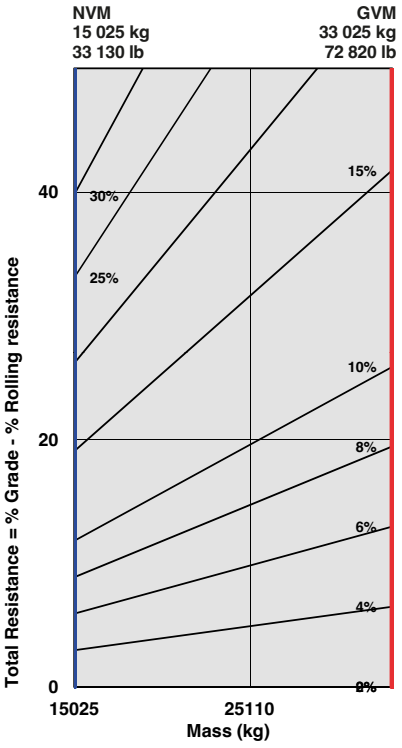
1. Determine tractive resistance by finding intersection of vehicle mass line and grade line. NOTE: 2% typical rolling resistance is already assumed in chart and grade line.
2. From this intersection, move straight right across charts until line intersects rimpull curve.
3. Read down from this point to determine maximum speed attained at that tractive resistance.

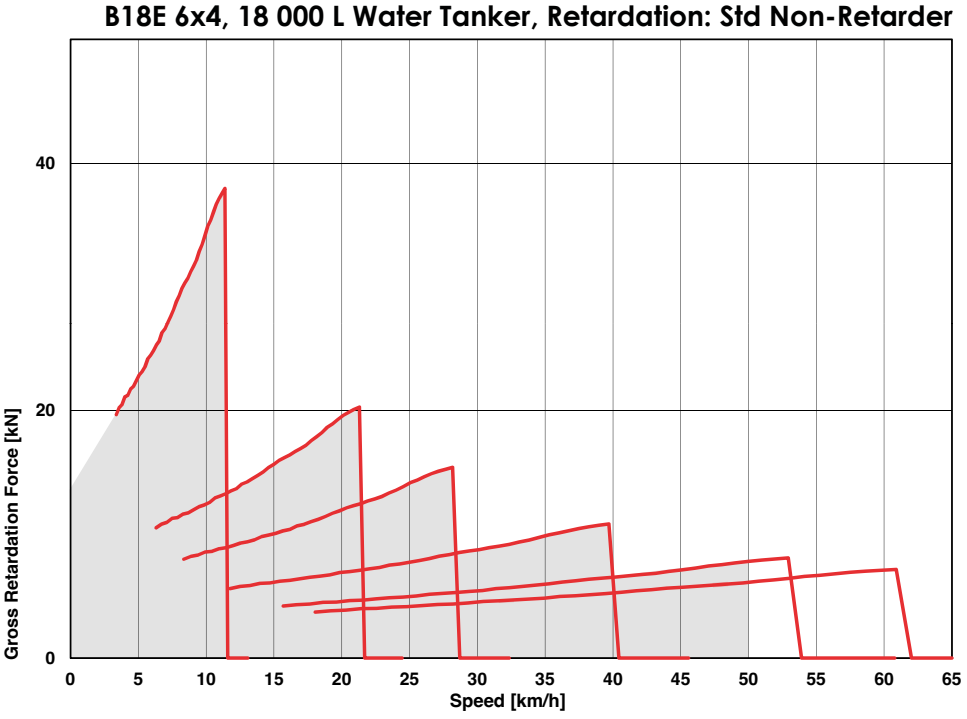



## Retardation

1. Determine retardation force required by finding intersection of vehicle mass line.
2. From this intersection, move straight right across charts until line intersects the curve. NOTE: 2% typical rolling resistance is already assumed in chart.
3. Read down from this point to determine maximum speed.



# B25E 6x6 23 000 L Articulated Water Tanker

## ENGINE
**Manufacturer**
Mercedes Benz

**Model**
OM906LA

**Configuration**
Inline 6, turbocharged and intercooled.

**Net Power**
205 kW (275 hp) @ 2 200 rpm in accordance with UN ECE R120

**Gross Torque**
1 100 Nm (811 lbft)
@ 1 200 -1 600 rpm

**Displacement**
6,37 litres (389 cu.in)

**Auxiliary Brake**
Exhaust Valve Brake
Engine Valve Brake

**Fuel Tank Capacity**
379 litres (100 US gal)

**Certification**
OM906LA meets EU Stage II/EPA Tier 2 emissions regulations.

## TRANSMISSION
**Manufacturer**
Allison

**Model**
3500PR ORS

**Configuration**
Fully automatic planetary transmission with integral retarder.

**Layout**
Engine mounted

**Gear layout**
Constant meshing planetary gears, clutch operated

**Gears**
6 Forward, 1 Reverse

**Clutch Type**
Hydraulically operated multi-disc

**Control Type**
Electronic

**Torque Control**
Hydrodynamic with lock-up in all gears.

## TRANSFER CASE
**Manufacturer**
Kessler

**Series**
W1400

**Layout**
Remote mounted

**Gear Layout**
Three in-line helical gears

**Output Differential**
Interaxle 33/67 proportional differential. Automatic inter-axle differential lock.

## AXLES
**Manufacturer**
Bell

**Model**
15T

**Differential**
High input limited slip differential with spiral bevel gears.

**Final Drive**
Outboard heavy duty planetary on all axles

## BRAKING SYSTEM
**Service Brake**
Dual circuit, full hydraulic actuation dry disc brakes with 8 calipers (4F, 2M, 2R).

Maximum brake force:
184 kN (41 400 lbf)

**Park & Emergency**
Spring applied, air released driveline mounted disc.

Maximum brake force:
195 kN (43 900 lbf)

**Auxiliary Brake**
Automatic exhaust valve brake and engine valve brake. Automatic, adjustable, integral, hydrodynamic transmission retarder. Output shaft speed dependant.

**Total Retardation Power**
250kW (335 hp) Continuous
539 kW (723 hp) Maximum

## WHEELS
**Type**
Radial Earthmover

**Tyre**
23.5 R 25

## FRONT SUSPENSION
Semi-independent, leading A-frame supported by hydro-pneumatic suspension struts

## REAR SUSPENSION
Pivoting walking beams with laminated rubber suspension blocks

## HYDRAULIC SYSTEM
Full load sensing system serving the prioritized steering, body tipping and brake functions. A ground-driven, load sensing emergency steering pump is integrated into the main system.

**Pump Type**
Variable displacement load sensing
piston

**Flow**
165 l/min (44 gal/min)

**Pressure**
28 Mpa (4 061 psi)

**Filter**
5 microns

## STEERING SYSTEM
Double acting cylinders, with ground-driven emergency steering pump.

**Lock to lock turns**
4,1

**Steering Angle**
45°

## PNEUMATIC SYSTEM
Air drier with heater and integral unloader valve, serving park brake and auxiliary functions.

**System Pressure**
810 kPa (117 psi)

## ELECTRICAL SYSTEM
**Voltage**
24 V

**Battery Type**
Two AGM (Absorption Glass Mat) type

**Battery Capacity**
2 X 75 Ah

**Alternator Rating**
28 V 80 A

## VEHICLE SPEEDS

| | | |
|---|---|---|
| 1st | 7 km/h | 4 mph |
| 2nd | 15 km/h | 9 mph |
| 3rd | 23 km/h | 14 mph |
| 4th | 35 km/h | 22 mph |
| 5th | 47 km/h | 29 mph |
| 6th | 50 km/h | 31 mph |
| R | 7 km/h | 4 mph |

## WATER TANK
**Tank capacity**
23 000 Litres

## WATER TANKER PLUMBING
Centrifugal water pump

**Rate of Flow**
1 800 L/min

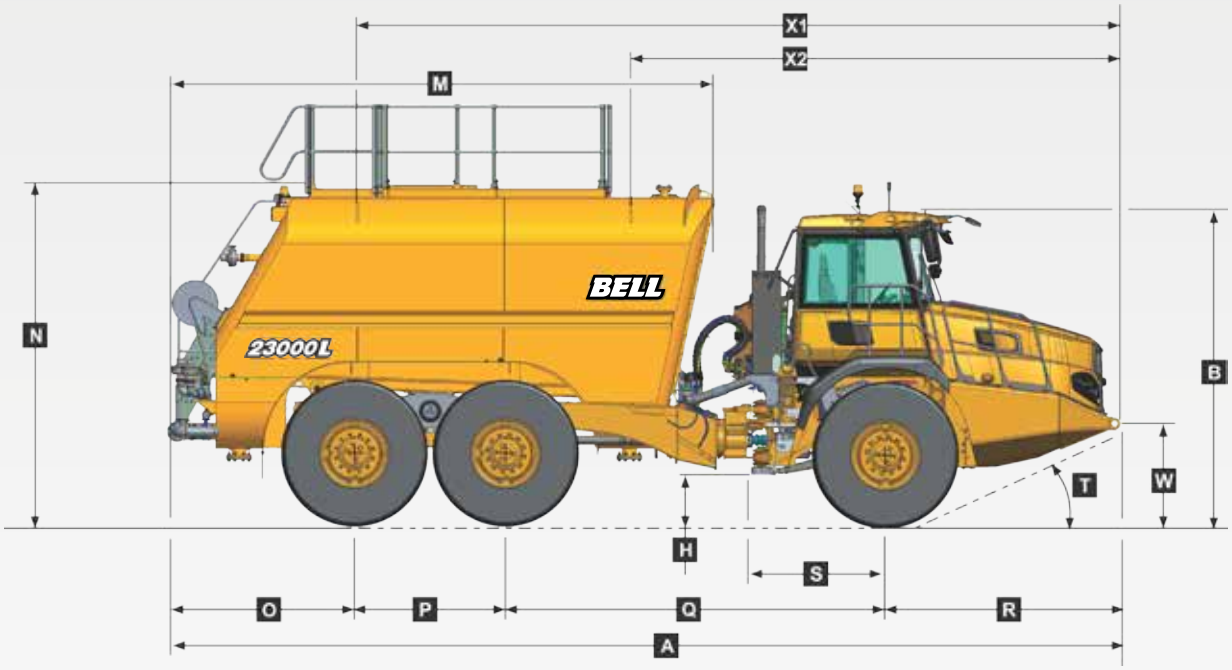
**Head**
50 m

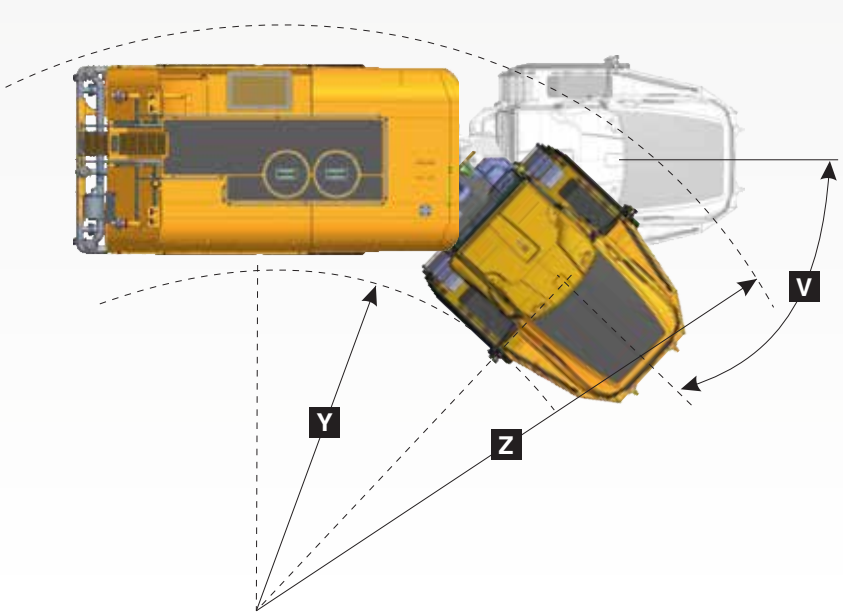
## CAB
ROPS/FOPS certified 72 dBA internal sound level measured according to ISO 6396.

# Load Capacity & Ground Pressure

| OPERATING WEIGHTS | | GROUND PRESSURE | | LOAD CAPACITY | |
|---|---|---|---|---|---|
| UNLADEN | kg (lb) | LADEN (No sinkage) | | | |
| Front | 9 632 (21 235) | 23.5 R 25 | kPa (Psi) | Rated Payload | 23 000 litres |
| Middle | 5 568 (12 275) | Front | 246 (36) | | (6 000 gallons) |
| Rear | 5 528 (12 187) | Middle | 337 (49) | | |
| Total | 20 728 (45 697) | Rear | 337 (49) | | |
| LADEN | | | | | |
| Front | 12 372 (27 276) | | | | |
| Middle | 16 198 (35 710) | | | | |
| Rear | 16 158 (35 622) | | | | |
| Total | 44 728 (98 608) | | | | |

# Dimensions





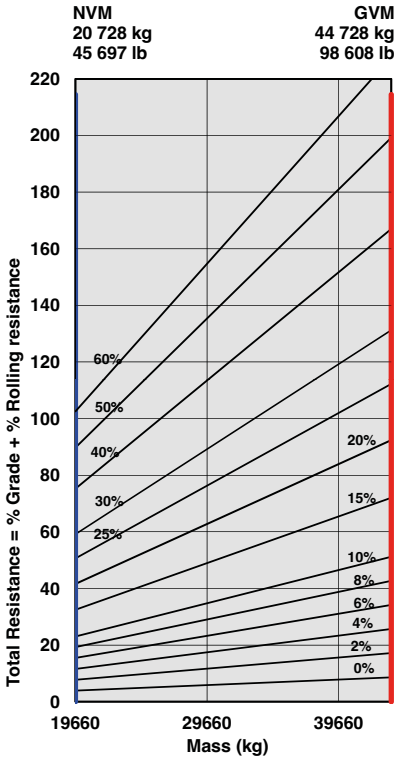
## Machine Dimensions

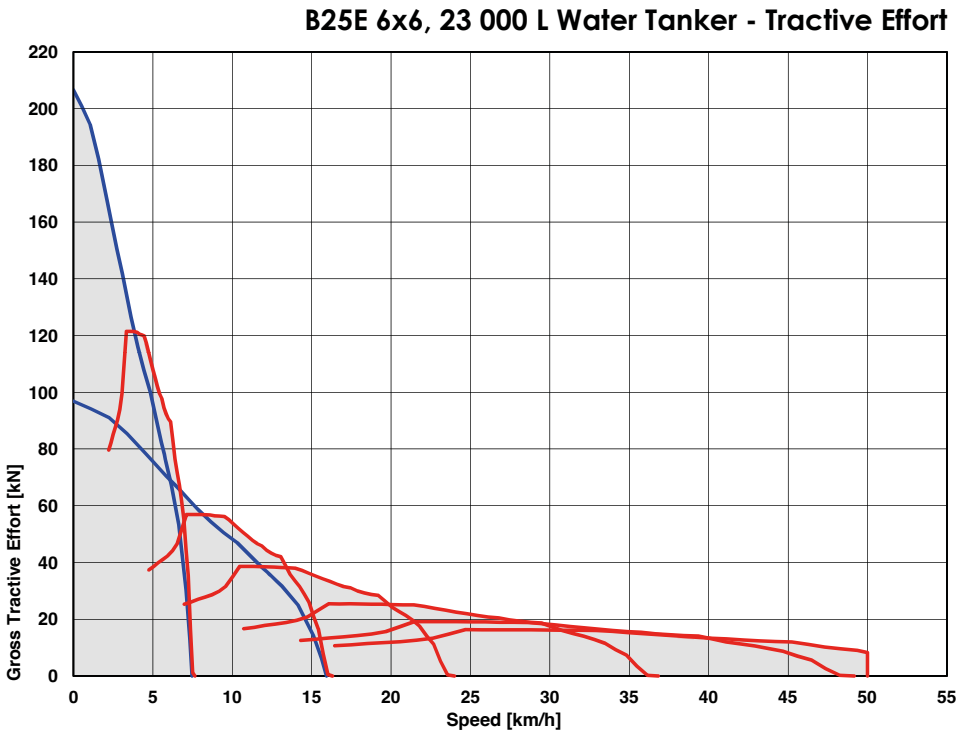
| | | | |
|---|---|---|---|
| A | Length - Transport Position | 10355 mm | (34 ft. 6 in.) |
| B | Height - Transport Position | 3 436 mm | (11 ft. 3 in.) |
| C | Width over Mudguards | 2 985 mm | (9 ft. 6 in.) |
| D | Width over Tyres - 23.5R25 | 2 940 mm | (9 ft. 8 in.) |
| E | Tyre Track Width - 23.5R25 | 2 356 mm | (7 ft. 9 in.) |
| F | Width over Tank / Bowser | 2 855 mm | (9 ft. 4 in.) |
| F | Width over Tank / Bowser (with hose) | 3 005 mm | (9 ft. 4 in.) |
| G | Width over Mirrors - Operating Position | 3 260 mm | (10 ft. 8 in.) |
| H | Ground Clearance - Artic | 537 mm | (1 ft. 9 in.) |
| I | Ground Clearance - Front Axle | 488 mm | (1 ft. 7 in.) |
| M | Tank / Bowser Length | 6 020 mm | (19 ft. 9 in.) |
| N | Maximum Tank Height | 3 510 mm | (12 ft. 8 in.) |

| | | | |
|---|---|---|---|
| O | Rear Axle Centre to Bowser / Tank Rear | 2 072 mm | (6 ft. 10 in.) |
| P | Mid Axle Centre to Rear Axle Centre | 1 670 mm | (5 ft. 6 in.) |
| Q | Mid Axle Centre to Front Axle Centre | 4 181 mm | (13 ft. 9 in.) |
| R | Front Axle Centre to Machine Front | 2 602 mm | (8 ft. 9 in.) |
| S | Front Axle Centre to Artic Centre | 1 362 mm | (4 ft. 65 in.) |
| T | Approach Angle | 25° | |
| V | Maximum Articulation Angle | 45° | |
| W | Front Tie Down Height | 1 075 mm | (3 ft. 6 in.) |
| X1 | Tank Lifting Centres | 8 359 mm | (27 ft. 5 in.) |
| X2 | Front Lifting Centre to Tank Lifting Centre | 5 334 mm | (17 ft. 6 in.) |
| Y | Inner Turning Circle Radius - 23.5R25 | 4 110 mm | (13 ft. 6 in.) |
| Z | Outer Turning Circle Radius - 23.5R25 | 8 000 mm | (26 ft. 3 in.) |

## Gradeability/Rimpull

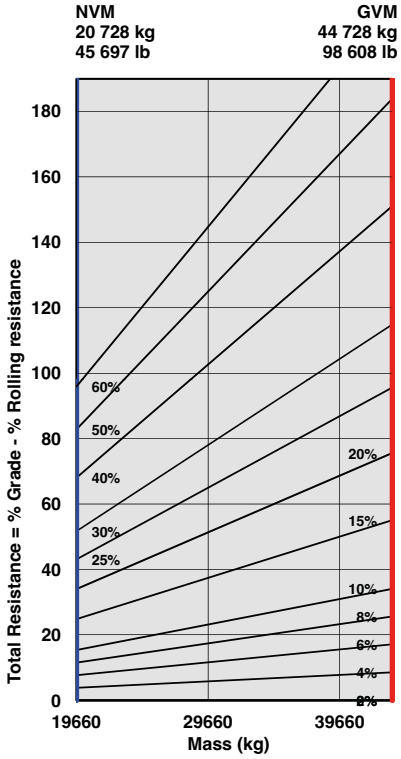
1. Determine tractive resistance by finding intersection of vehicle mass line and grade line. NOTE: 2% typical rolling resistance is already assumed in chart and grade line.
2. From this intersection, move straight right across charts until line intersects rimpull curve.
3. Read down from this point to determine maximum speed attained at that tractive resistance.

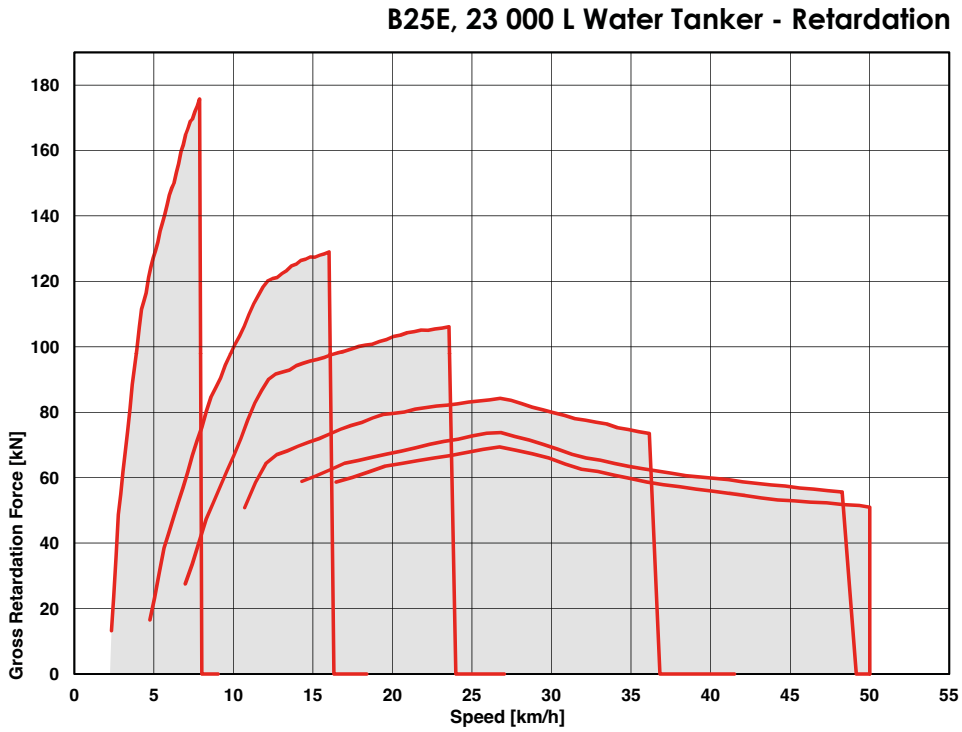



## Retardation

1. Determine retardation force required by finding intersection of vehicle mass line.
2. From this intersection, move straight right across charts until line intersects the curve. NOTE: 2% typical rolling resistance is already assumed in chart.
3. Read down from this point to determine maximum speed.



# **B30E 6x6 27 000 L** Articulated Water Truck

## ENGINE

**Manufacturer**
Mercedes Benz

**Model**
OM926LA

**Configuration**
Inline 6, turbocharged and intercooled.

**Net Power**
240 kW (322 hp) @ 2 200 rpm in accordance with UN ECE R120

**Gross Torque**
1 300 Nm (959 lbft)
@ 1 200 -1 600 rpm

**Displacement**
7,2 litres (439 cu.in)

**Auxiliary Brake**
Exhaust Valve Brake
Engine Valve Brake

**Fuel Tank Capacity**
379 litres (100 US gal)

**Certification**
OM926LA meets EU Stage II/EPA Tier 2 emissions regulations.

## TRANSMISSION

**Manufacturer**
Allison

**Model**
3400P ORS

**Configuration**
Fully automatic planetary transmission

**Layout**
Engine mounted

**Gear layout**
Constant meshing planetary gears, clutch operated

**Gears**
6 Forward, 1 Reverse

**Clutch Type**
Hydraulically operated multi-disc

**Control Type**
Electronic

**Torque Control**
Hydrodynamic with lock-up in all gears.

## TRANSFER CASE

**Manufacturer**
Kessler

**Series**
W1400

**Layout**
Remote mounted

**Gear Layout**
Three in-line helical gears

**Output Differential**
Interaxle 33/67 proportional differential. Automatic inter-axle differential lock.

## AXLES

**Manufacturer**
Bell

**Model**
18T

**Differential**
High input limited slip differential with spiral bevel gears.

**Final Drive**
Outboard heavy duty planetary on all axles

## BRAKING SYSTEM

**Service Brake**
Dual circuit, full hydraulic actuation wet disc brakes on front and middle axles. Wet brake oil is circulated through a filtration and cooling system.

Maximum brake force:
187 kN (42 000 lbf)

**Park & Emergency**
Spring applied, air released driveline mounted disc.

Maximum brake force:
251 kN (56 400 lbf)

**Auxiliary Brake**
Automatic engine valve brake. Automatic retardation through electronic activation of wet brake system.

**Total Retardation Power**
265 kW (355 hp) Continuous
494 kW (662 hp) Maximum

## WHEELS

**Type**
Radial Earthmover

**Tyre**
23.5 R 25

## FRONT SUSPENSION

Semi-independent, leading A-frame supported by hydro-pneumatic suspension struts.

## REAR SUSPENSION

Pivoting walking beams with laminated rubber suspension blocks

## HYDRAULIC SYSTEM

Full load sensing system serving the prioritized steering, body tipping and brake functions. A ground-driven, load sensing emergency steering pump is integrated into the main system.

**Pump Type**
Variable displacement load sensing
piston.

**Flow**
165 l/min (44 gal/min)

**Pressure**
28 Mpa (4 061 psi)

**Filter**
5 microns

## STEERING SYSTEM

Double acting cylinders, with ground-driven emergency steering pump.

**Lock to lock turns**
4,1

**Steering Angle**
45°

## PNEUMATIC SYSTEM

Air drier with heater and integral unloader valve, serving park brake and auxiliary functions.

**System Pressure**
810 kPa (117 psi)

## ELECTRICAL SYSTEM

**Voltage**
24 V

**Battery Type**
Two AGM (Absorption Glass Mat) type

**Battery Capacity**
2 X 75 Ah

**Alternator Rating**
28 V 80 A

## VEHICLE SPEEDS

| | | |
|---|---|---|
| 1st | 8 km/h | 5 mph |
| 2nd | 14 km/h | 9 mph |
| 3rd | 20 km/h | 12 mph |
| 4th | 29 km/h | 18 mph |
| 5th | 43 km/h | 26 mph |
| 6th | 50 km/h | 31 mph |
| R | 8 km/h | 5 mph |

## WATER TANKER PLUMBING

Standard centrifugal water pump

**Rate of Flow**
1 800 L/min

**Head**
50 m

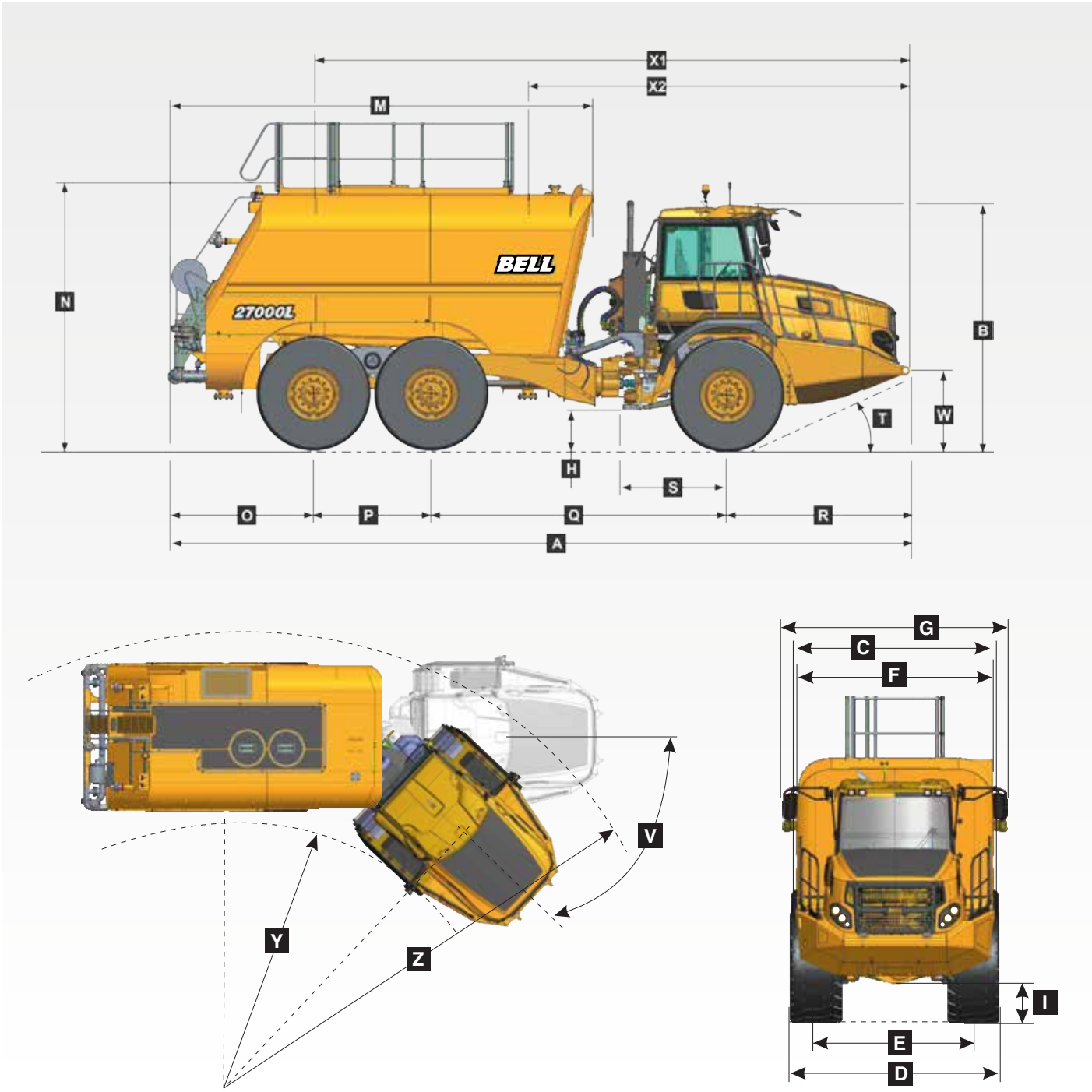
## CAB

ROPS/FOPS certified 72 dBA internal sound level measured according to ISO 6396.

# Load Capacity & Ground Pressure

| OPERATING WEIGHTS | | GROUND PRESSURE | | LOAD CAPACITY | |
|---|---|---|---|---|---|
| UNLADEN - kg (lb) | | LADEN (No sinkage) | | | |
| Front | 9 750 (21 495) | 23.5 R 25 | kPa (Psi) | Rated Payload | 27 000 litres |
| Middle | 4 800 (10 582) | Front | 280 (41) | | (7 100 gallons) |
| Rear | 4 760 (10 494) | Middle | 378 (55) | | |
| Total | 19 310 (42 571) | Rear | 378 (55) | | |
| LADEN - kg (lb) | | | | | |
| Front | 13 120 (28 925) | | | | |
| Middle | 17 115 (37 732) | | | | |
| Rear | 17 075 (37 644) | | | | |
| Total | 47 310 (104 301) | | | | |

# Dimensions

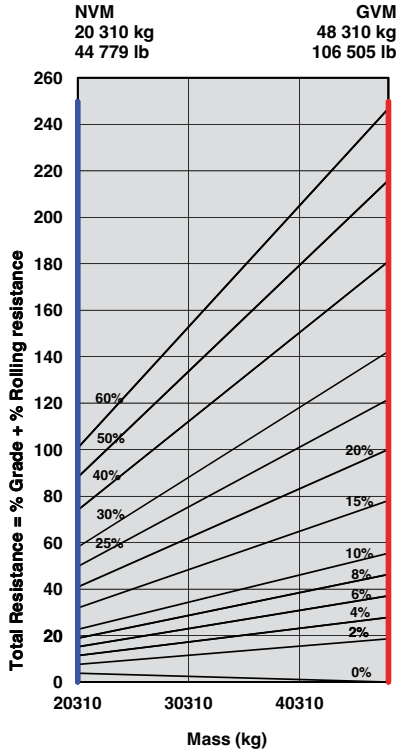


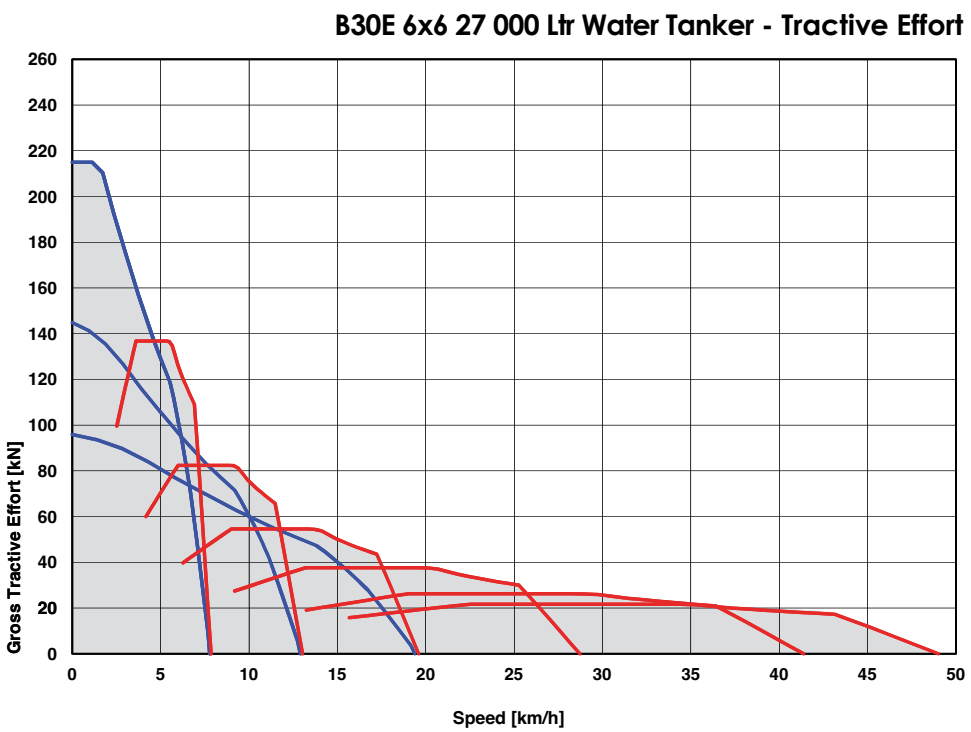

## Machine Dimensions

| | | | |
|---|---|---|---|
| A | Length - Transport Position | 10 525 mm | (34 ft. 6 in.) |
| B | Height - Transport Position | 3 436 mm | (11 ft. 3 in.) |
| C | Width over Mudguards | 2 985 mm | (9 ft. 6 in.) |
| D | Width over Tyres - 23.5R25 | 2 940 mm | (9 ft. 8 in.) |
| E | Tyre Track Width - 23.5R25 | 2 356 mm | (7 ft. 9 in.) |
| F | Width over Tank / Bowser | 2 855 mm | (9 ft. 4 in.) |
| G | Width over Mirrors - Operating Position | 3 260 mm | (10 ft. 8 in.) |
| H | Ground Clearance - Artic | 537 mm | (1 ft. 9 in.) |
| I | Ground Clearance - Front Axle | 488 mm | (1 ft. 7 in.) |
| M | Tank / Bowser Length | 6 030 mm | (19 ft. 9 in.) |
| N | Maximum Tank Height | 3 780 mm | (12 ft. 8 in.) |
| O | Rear Axle Centre to Bowser / Tank Rear | 2 072 mm | (6 ft. 10 in.) |
| P | Mid Axle Centre to Rear Axle Centre | 1 670 mm | (5 ft. 6 in.) |
| Q | Mid Axle Centre to Front Axle Centre | 4 181 mm | (13 ft. 9 in.) |
| R | Front Axle Centre to Machine Front | 2 602 mm | (8 ft. 9 in.) |
| S | Front Axle Centre to Artic Centre | 1 362 mm | (4 ft. 65 in.) |
| T | Approach Angle | 25° | |
| V | Maximum Articulation Angle | 45° | |
| W | Front Tie Down Height | 1 075 mm | (3 ft. 6 in.) |
| X1 | Tank Lifting Centres | 8 359 mm | (27 ft. 5 in.) |
| X2 | Front Lifting Centre to Tank Lifting Centre | 5 334 mm | (17 ft. 6 in.) |
| Y | Inner Turning Circle Radius - 23.5R25 | 4 110 mm | (13 ft. 6 in.) |
| Z | Outer Turning Circle Radius - 23.5R25 | 8 000 mm | (26 ft. 3 in.) |

## Gradeability/Rimpull

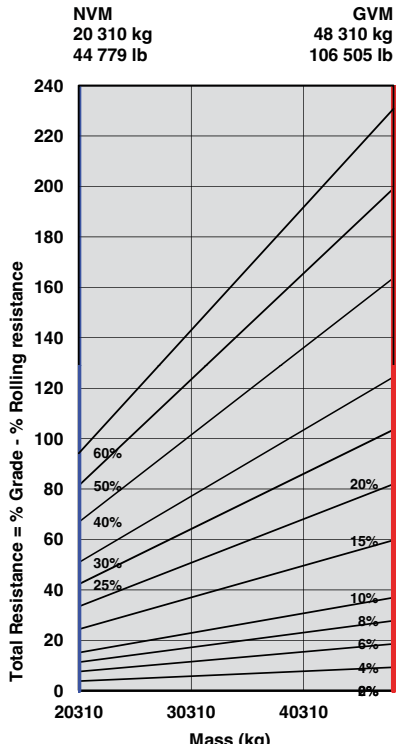
1. Determine tractive resistance by finding intersection of vehicle mass line and grade line. NOTE: 2% typical rolling resistance is already assumed in chart and grade line.
2. From this intersection, move straight right across charts until line intersects rimpull curve.
3. Read down from this point to determine maximum speed attained at that tractive resistance.

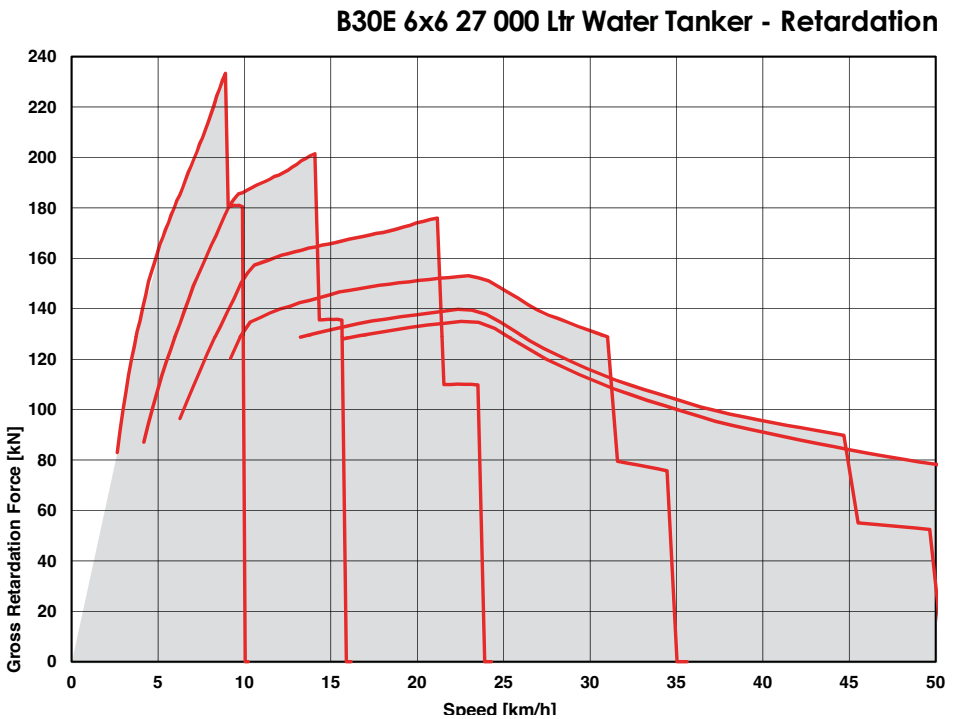



## Retardation

1. Determine retardation force required by finding intersection of vehicle mass line.
2. From this intersection, move straight right across charts until line intersects the curve. NOTE: 2% typical rolling resistance is already assumed in chart.
3. Read down from this point to determine maximum speed.



# **B40E 6x6 35 000 L** Articulated Water Truck

## ENGINE
**Manufacturer**
Mercedes Benz (MTU)

**Model**
OM471LA (MTU 6R 1300)

**Configuration**
Inline 6, turbocharged and intercooled

**Net Power**
380 kW (510 hp) @ 1 600 rpm

**Gross Torque**
2 600 Nm (1 918 lbft) @ 1 300 rpm

**Displacement**
12,8 litres (781 cu.in)

**Auxiliary Brake**
Jacobs Engine Brake®

**Fuel Tank Capacity**
533 litres (140.8 US gal)

**Certification**
OM471LA (MTU 6R 1300) is EU Stage IIIA / EPA Tier 3 emission level equivalent

## TRANSMISSION
**Manufacturer**
Allison

**Model**
4700 ORS

**Configuration**
Fully automatic planetary transmission

**Layout**
Engine mounted

**Gear Layout**
Constant meshing planetary gears, clutch operated

**Gears**
7 Forward, 1 reverse

**Clutch Type**
Hydraulically operated multi-disc

**Control Type**
Electronic

**Torque Control**
Hydrodynamic with lock-up in all gears

## TRANSFER CASE
**Manufacturer**
Kessler

**Model**
W2400

**Layout**
Remote mounted

**Gear Layout**
Three in-line helical gears

**Output Differential**
Interaxle 29/71 proportional differential. Automatic inter-axle differential lock.

## AXLES
**Manufacturer**
Bell

**Model**
30T

**Differential**
High input controlled traction differential with spiral bevel gears

**Final Drive**
Outboard heavy duty planetary on all axles

## BRAKING SYSTEM
**Service Brake**
Dual circuit, full hydraulic actuation wet disc brakes on front and middle axles. Wet brake oil is circulated through a filtration and cooling system.

Maximum brake force:
305 kN (68 567 lbf)

**Park & Emergency**
Spring applied, air released driveline mounted disc

Maximum brake force:
218 kN (49 008 lbf)

**Auxiliary Brake**
Jacobs Engine Brake®.
Automatic retardation through electronic activation of wet brake system.

**Total Retardation Power**
Continuous: 442 kW (593 hp)
Maximum: 854 kW (1 145 hp)

## WHEELS
**Type**
Radial Earthmover

**Tyre**
29.5 R 25 (875/65 R 29 optional)

## FRONT SUSPENSION
Semi-independent, leading A-frame supported by hydro-pneumatic suspension struts

Option: Electronically controlled adaptive suspension with ride height adjustment

## REAR SUSPENSION
Pivoting walking beams with laminated rubber suspension blocks

Option: Comfort Ride suspension walking beams, with two-stage sandwich block

## HYDRAULIC SYSTEM
Full load sensing system serving the prioritised steering, body tipping and brake functions. A ground-driven, load sensing emergency steering pump is integrated into the main system.

**Pump Type**
Variable displacement load sensing piston

**Flow**
330 L/min (87 gal/min)

**Pressure**
315 Bar (4 569 psi)

**Filter**
5 microns

## STEERING SYSTEM
Double acting cylinders, with ground-driven emergency steering pump

**Lock to lock turns**
5

**Steering Angle**
42°

## PNEUMATIC SYSTEM
Air drier with heater and integral unloader valve, serving park brake and auxiliary functions

**System Pressure**
810 kPa (117 psi)

## ELECTRIC SYSTEM
**Voltage**
24 V

**Battery Type**
Two AGM (Absorption Glass Mat) type

**Battery Capacity**
2 X 75 Ah

**Alternator Rating**
28V 80A

## MAX VEHICLE SPEED

| | | |
|---|---|---|
| 1st | 4 km/h | 2,5 mph |
| 2nd | 9 km/h | 6 mph |
| 3rd | 17 km/h | 11 mph |
| 4th | 23 km/h | 14 mph |
| 5th | 33 km/h | 21 mph |
| 6th | 44 km/h | 27,3 mph |
| 7th | 51 km/h | 32 mph |
| R | 7 km/h | 4 mph |

## WATER TANKER PLUMBING
Centrifugal water pump

**Rate of Flow**
5 400 L/min

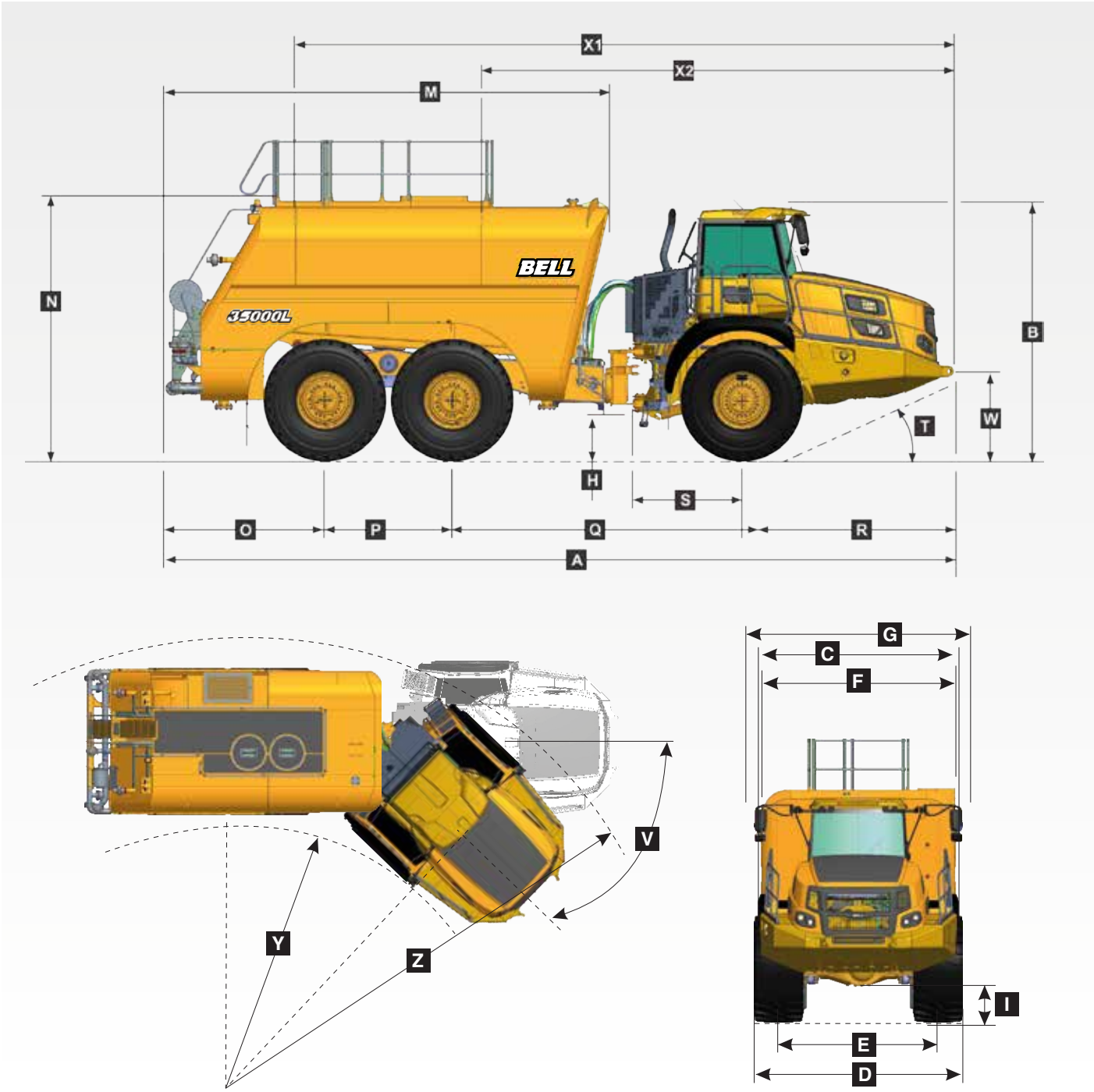
**Head**
70 m

## CAB
ROPS/FOPS certified 76 dBA internal sound level measured according to ISO 6396

# Load Capacity & Ground Pressure

| OPERATING WEIGHTS | | GROUND PRESSURE | | LOAD CAPACITY | |
|---|---|---|---|---|---|
| UNLADEN | | LADEN (No sinkage/Total Contact Area Method) | | | |
| | kg (lb) | 29.5 R 25 | kPa (Psi) | | |
| Front | 15 743 (34 707) | Front | 310 (45) | Rated Payload | 35 000 litres |
| Middle | 10 046 (22 147) | Middle | 341 (50) | | (9 250 gallons) |
| Rear | 9 528 (21 005) | Rear | 341 (50) | | |
| Total | 35 317 (77 859) | | | | |
| LADEN | | | | | |
| Front | 18 342 (40 438) | 875/65 R29 | kPa (Psi) | | |
| Middle | 27 391 (60 386) | Front | 293 (43) | | |
| Rear | 27 584 (60 811) | Middle | 329 (48) | | |
| Total | 73 317 (161 636) | Rear | 329 (48) | | |

# Dimensions



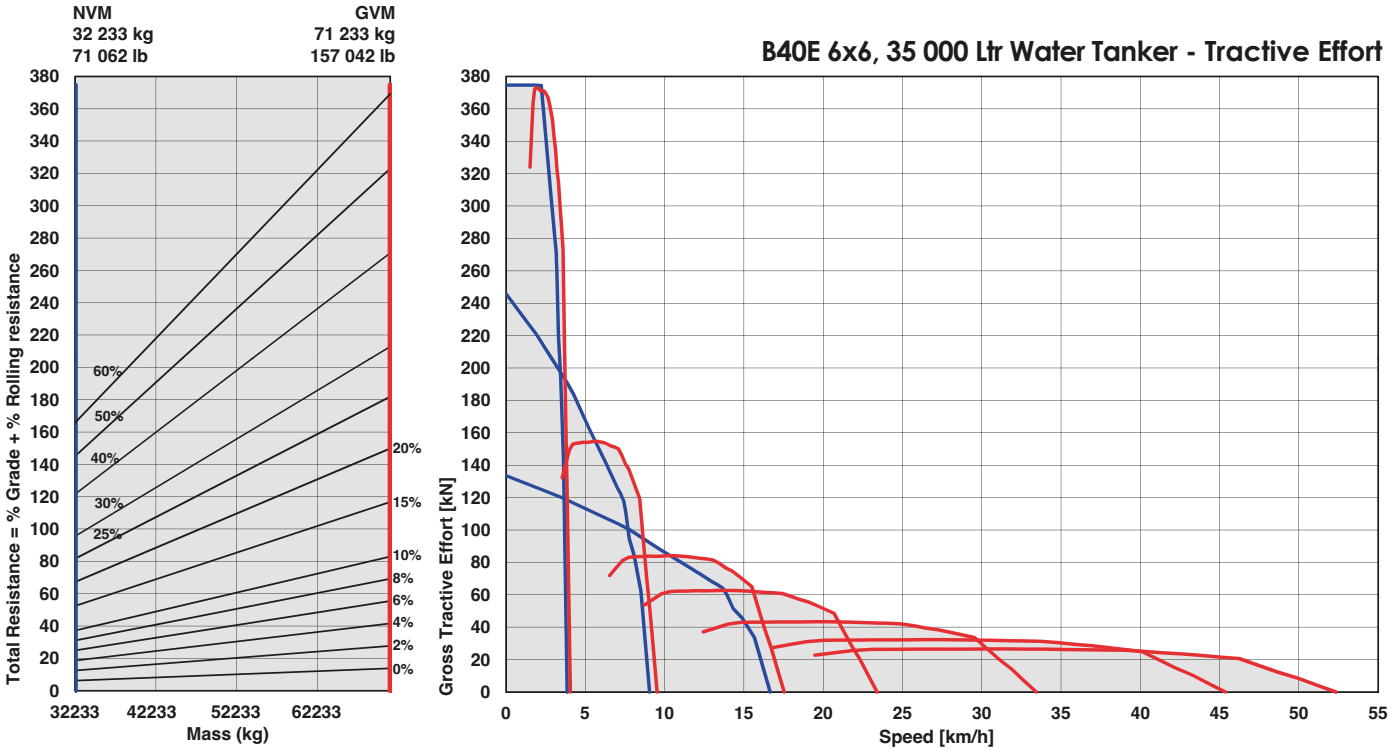

## Machine Dimensions

| | | | |
|---|---|---|---|
| A | Length - Transport Position | 12 084 mm | (39 ft. 8 in.) |
| B | Height - Transport Position | 3 802 mm | (12 ft. 6 in.) |
| C | Width over Mudguards | 3 495 mm | (11 ft. 6 in.) |
| D | Width over Tyres - 875/65 R29 | 3 656 mm | (11 ft. 12 in.) |
| D | Tyre Track Width - 29.5R25 | 3 487 mm | (11 ft. 5 in.) |
| E | Tyre Track Width - 875/65 R29 | 2 773 mm | (9 ft. 1 in.) |
| E | Tyre Track Width - 29.5R25 | 2 725 mm | (8 ft. 11 in.) |
| F | Width over Tank / Bowser | 3 379 mm | (11 ft. 1 in.) |
| F | Width over Tank / Bowser (with hose) | 3 529 mm | (11 ft. 5 in.) |
| G | Width over Mirrors - Operating Position | 3 614 mm | (11 ft. 10 in.) |
| H | Ground Clearance - Artic | 545 mm | (1 ft. 9 in.) |
| I | Ground Clearance - Front Axle | 545 mm | (1 ft. 9 in.) |
| M | Tank / Bowser Length | 6 797 mm | (22 ft. 4 in.) |
| N | Maximum Tank Height | 4 002 mm | (13 ft. 2 in.) |

| | | | |
|---|---|---|---|
| O | Rear Axle Centre to Bowser / Tank Rear | 2 443 mm | (8 ft. 0 in.) |
| P | Mid Axle Centre to Rear Axle Centre | 1 950 mm | (6 ft. 5 in.) |
| Q | Mid Axle Centre to Front Axle Centre | 4 438 mm | (14 ft. 7 in.) |
| R | Front Axle Centre to Machine Front | 3 255 mm | (10 ft. 8 in.) |
| S | Front Axle Centre to Artic Centre | 1 558 mm | (5 ft. 1 in.) |
| T | Approach Angle | 24° | |
| V | Maximum Articulation Angle | 42° | |
| W | Front Tie Down Height | 1 265 mm | (4 ft. 2 in.) |
| X1 | Tank Lifting Centres | 10 023 mm | (32 ft. 10 in.) |
| X2 | Front Lifting Centres to Tank Lifting Centre | 7 173 mm | (23 ft. 6 in.) |
| Y | Inner Turning Circle Radius - 875/65 R29 | 4 782 mm | (15 ft. 8 in.) |
| Y | Inner Turning Circle Radius - 29.5R25 | 4 866 mm | (15 ft. 12 in.) |
| Z | Outer Turning Circle Radius - 875/65 R29 | 9 320 mm | (30 ft. 7 in.) |
| Z | Outer Turning Circle Radius - 29.5R25 | 9 235 mm | (30 ft. 4 in.) |

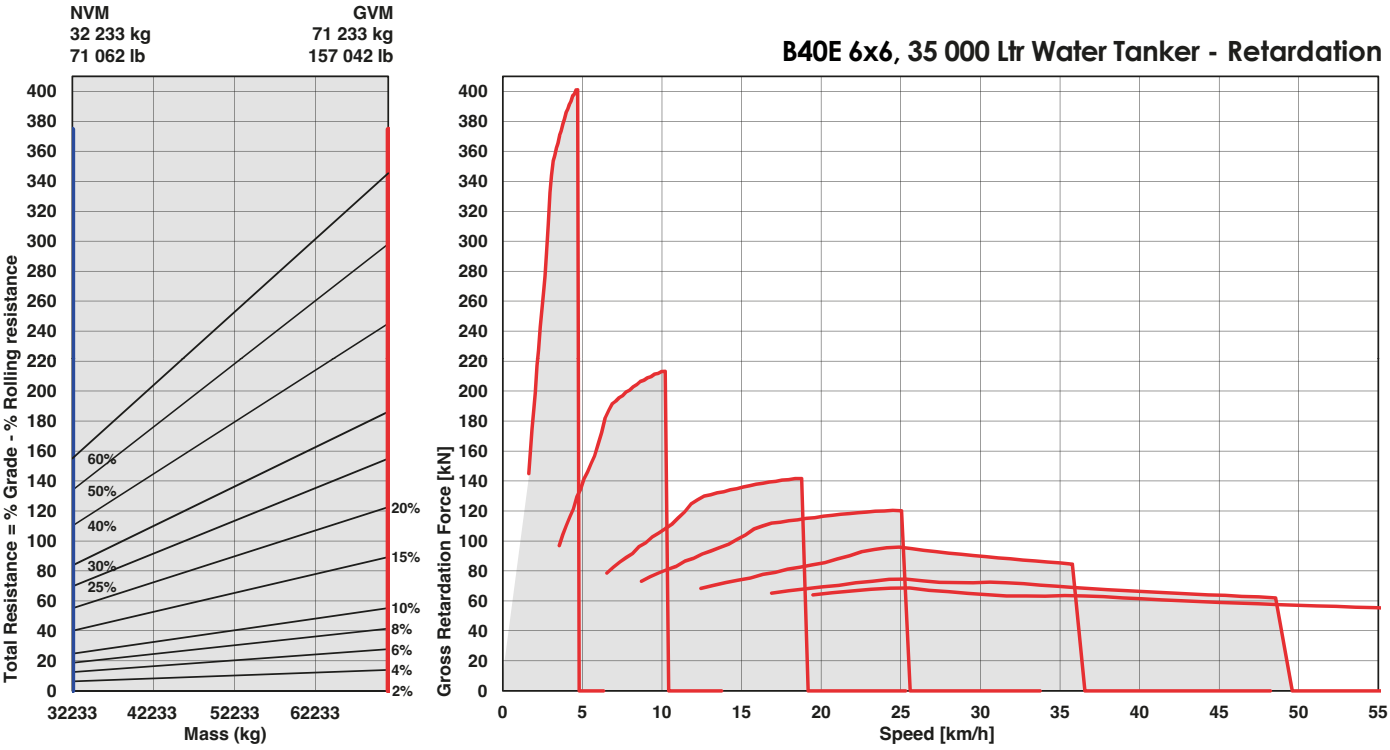
## Gradeability/Rimpull

1. Determine tractive resistance by finding intersection of vehicle mass line and grade line. NOTE: 2% typical rolling resistance is already assumed in chart and grade line.
2. From this intersection, move straight right across charts until line intersects rimpull curve.
3. Read down from this point to determine maximum speed attained at that tractive resistance.




## Retardation

1. Determine retardation force required by finding intersection of vehicle mass line.
2. From this intersection, move straight right across charts until line intersects the curve. NOTE: 2% typical rolling resistance is already assumed in chart.
3. Read down from this point to determine maximum speed.



# **B45E 6x6 38 000 L** Articulated Water Truck

## ENGINE

**Manufacturer**
Mercedes Benz (MTU)

**Model**
OM471LA (MTU 6R 1300)

**Configuration**
Inline 6, turbocharged and intercooled

**Net Power**
390 kW (523 hp) @ 1 600 rpm

**Gross Torque**
2 600 Nm (1 918 lbft) @ 1 300 rpm

**Displacement**
12,8 litres (781 cu.in)

**Auxiliary Brake**
Jacobs Engine Brake®

**Fuel Tank Capacity**
533 litres (140.8 US gal)

**Certification**
OM471LA (MTU 6R 1300) is EU Stage IIIA / EPA Tier 3 emission level equivalent

## TRANSMISSION

**Manufacturer**
Allison

**Model**
4700 ORS

**Configuration**
Fully automatic planetary transmission

**Layout**
Engine mounted

**Gear Layout**
Constant meshing planetary gears, clutch operated

**Gears**
7 Forward, 1 reverse

**Clutch Type**
Hydraulically operated multi-disc

**Control Type**
Electronic

**Torque Control**
Hydrodynamic with lock-up in all gears

## TRANSFER CASE

**Manufacturer**
Kessler

**Model**
W2400

**Layout**
Remote mounted

**Gear Layout**
Three in-line helical gears

**Output Differential**
Interaxle 29/71 proportional differential. Automatic inter-axle differential lock.

## AXLES

**Manufacturer**
Bell

**Model**
30T

**Differential**
High input controlled traction differential with spiral bevel gears

**Final Drive**
Outboard heavy duty planetary on all axles

## BRAKING SYSTEM

**Service Brake**
Dual circuit, full hydraulic actuation wet disc brakes on front and middle axles. Wet brake oil is circulated through a filtration and cooling system.

Maximum brake force:
330 kN (74 187 lbf)

**Park & Emergency**
Spring applied, air released driveline mounted disc

Maximum brake force:
218 kN (49 008 lbf)

**Auxiliary Brake**
Jacobs Engine Brake®.
Automatic retardation through electronic activation of wet brake system.

**Total Retardation Power**
Continuous: 442 kW (593 hp)
Maximum: 854 kW (1 145 hp)

## WHEELS

**Type**
Radial Earthmover

**Tyre**
29.5 R 25 (875/65 R 29 optional)

## FRONT SUSPENSION

Semi-independent, leading A-frame supported by hydro-pneumatic suspension struts

Option: Electronically controlled adaptive suspension with ride height adjustment

## REAR SUSPENSION

Pivoting walking beams with laminated rubber suspension blocks

Option: Comfort Ride suspension walking beams, with two-stage sandwich block

## HYDRAULIC SYSTEM

Full load sensing system serving the prioritised steering, body tipping and brake functions. A ground-driven, load sensing emergency steering pump is integrated into the main system.

**Pump Type**
Variable displacement load sensing piston

**Flow**
330 L/min (87 gal/min)

**Pressure**
315 bar (4 569 psi)

**Filter**
5 microns

## STEERING SYSTEM

Double acting cylinders, with ground-driven emergency steering pump

**Lock to lock turns**
5

**Steering Angle**
42°

## PNEUMATIC SYSTEM

Air drier with heater and integral unloader valve, serving park brake and auxiliary functions

**System Pressure**
810 kPa (117 psi)

## ELECTRIC SYSTEM

**Voltage**
24 V

**Battery Type**
Two AGM (Absorption Glass Mat) type

**Battery Capacity**
2 X 75 Ah

**Alternator Rating**
28V 80A

## MAX VEHICLE SPEED

| | | |
|---|---|---|
| 1st | 4 km/h | 2,5 mph |
| 2nd | 9 km/h | 6 mph |
| 3rd | 17 km/h | 11 mph |
| 4th | 23 km/h | 14 mph |
| 5th | 33 km/h | 21 mph |
| 6th | 44 km/h | 27,3 mph |
| 7th | 51 km/h | 32 mph |
| R | 7 km/h | 4 mph |

## WATER TANKER PLUMBING

Centrifugal water pump

**Rate of Flow**
5 400 L/min

**Head**
70 m

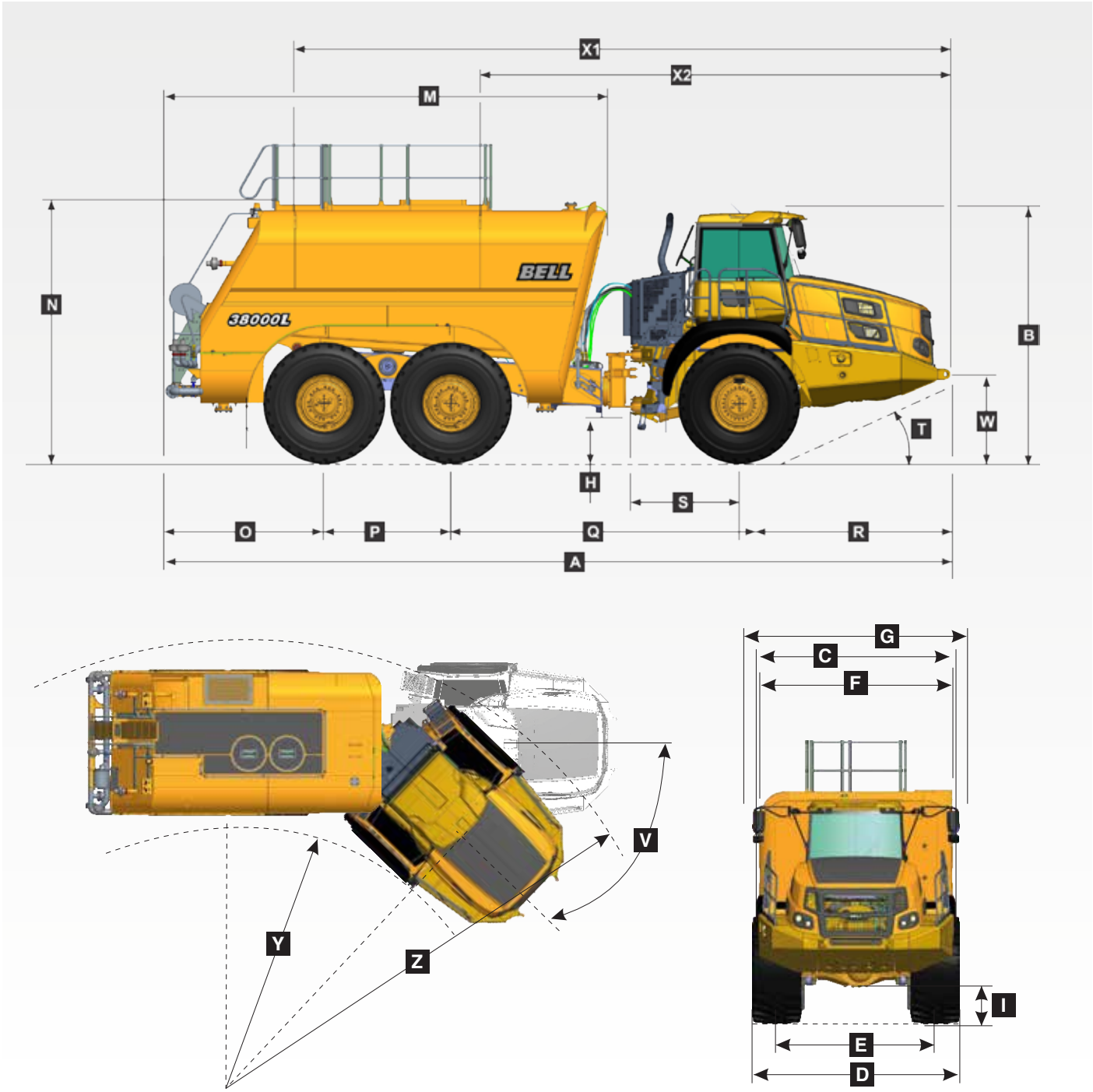
## CAB

ROPS/FOPS certified 76 dBA internal sound level measured according to ISO 6396

# Load Capacity & Ground Pressure

| OPERATING WEIGHTS | | GROUND PRESSURE | | LOAD CAPACITY | |
|---|---|---|---|---|---|
| UNLADEN | | LADEN (No sinkage/Total Contact Area Method) | | | |
| | kg (lb) | 29.5 R 25 | kPa (Psi) | | |
| Front | 15 743 (34 707) | Front | 321 (47) | Rated Payload | 38 000 litres |
| Middle | 10 046 (22 147) | Middle | 370 (54) | | (10 000 gallons) |
| Rear | 9 528 (21 005) | Rear | 370 (54) | | |
| Total | 35 317 (77 859) | | | | |
| LADEN | | | | | |
| Front | 18 342 (40 438) | 875/65 R29 | kPa (Psi) | | |
| Middle | 27 391 (60 386) | Front | 294 (43) | | |
| Rear | 27 584 (60 811) | Middle | 331 (48) | | |
| Total | 73 317 (161 636) | Rear | 331 (48) | | |

# Dimensions

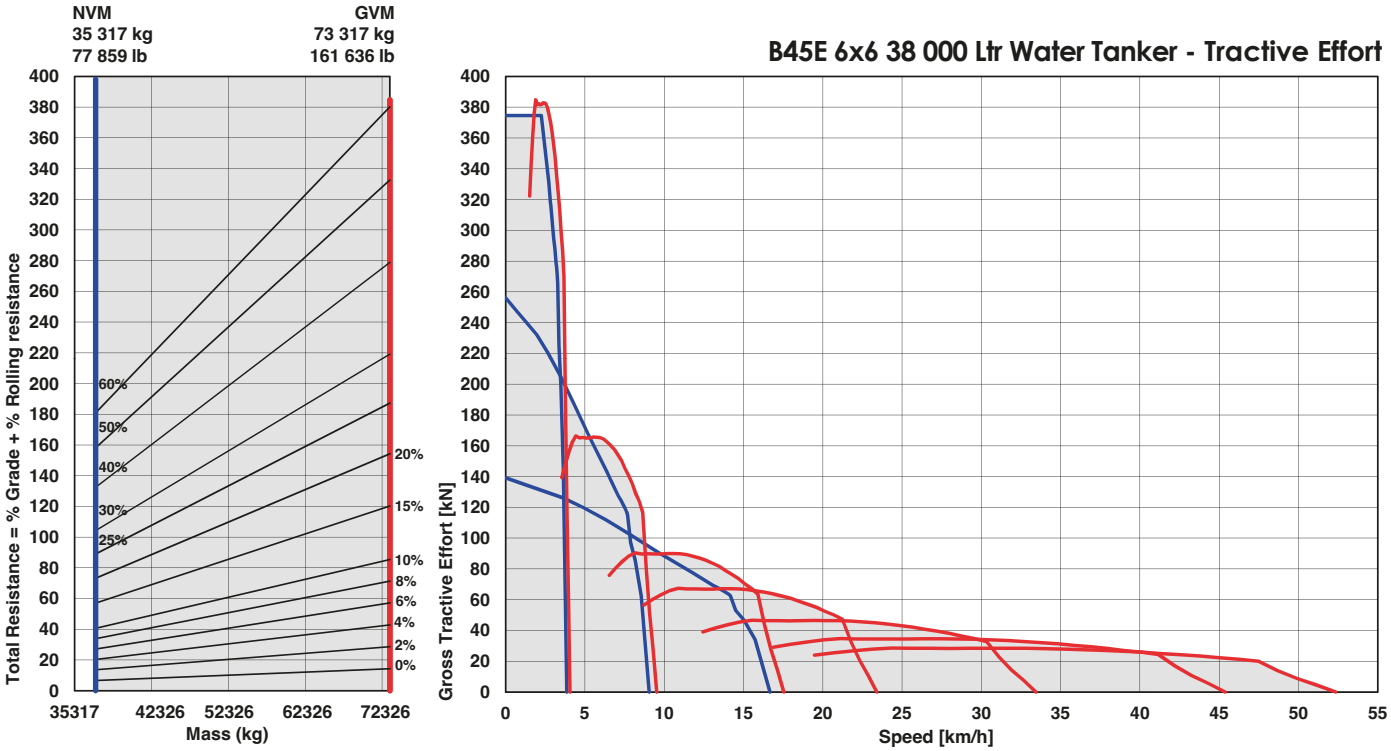



## Machine Dimensions

| | | | |
|---|---|---|---|
| A | Length - Transport Position | 12 084 mm | (39 ft. 8 in.) |
| B | Height - Transport Position | 3 802 mm | (12 ft. 6 in.) |
| C | Width over Mudguards | 3 495 mm | (11 ft. 6 in.) |
| D | Width over Tyres - 875/65 R29 | 3 656 mm | (11 ft. 12 in.) |
| D | Tyre Track Width - 29.5R25 | 3 487 mm | (11 ft. 5 in.) |
| E | Tyre Track Width - 875/65 R29 | 2 773 mm | (9 ft. 1 in.) |
| E | Tyre Track Width - 29.5R25 | 2 725 mm | (8 ft. 11 in.) |
| F | Width over Tank / Bowser | 3 379 mm | (11 ft. 1 in.) |
| G | Width over Mirrors - Operating Position | 4 027 mm | (13 ft. 3 in.) |
| H | Ground Clearance - Artic | 545 mm | (1 ft. 9 in.) |
| I | Ground Clearance - Front Axle | 543 mm | (1 ft. 9 in.) |
| M | Tank / Bowser Length | 6 797 mm | (22 ft. 4 in.) |
| N | Maximum Tank Height | 4 002 mm | (13 ft. 2 in.) |
| O | Rear Axle Centre to Bowser / Tank Rear | 2 443 mm | (8 ft. 0 in.) |
| P | Mid Axle Centre to Rear Axle Centre | 1 950 mm | (6 ft. 5 in.) |
| Q | Mid Axle Centre to Front Axle Centre | 4 438 mm | (14 ft. 7 in.) |
| R | Front Axle Centre to Machine Front | 3 253 mm | (10 ft. 8 in.) |
| S | Front Axle Centre to Artic Centre | 1 558 mm | (5 ft. 1 in.) |
| T | Approach Angle | 25° | |
| V | Maximum Articulation Angle | 45° | |
| W | Front Tie Down Height | 1 282 mm | (4 ft. 2 in.) |
| X1 | Tank Lifting Centres | 10 023 mm | (32 ft. 10 in.) |
| X2 | Front Lifting Centres to Tank Lifting Centre | 7 173 mm | (23 ft. 6 in.) |
| Y | Inner Turning Circle Radius - 875/65 R29 | 4 782 mm | (15 ft. 8 in.) |
| Y | Inner Turning Circle Radius - 29.5R25 | 4 866 mm | (15 ft. 12 in.) |
| Z | Outer Turning Circle Radius - 875/65 R29 | 9 320 mm | (30 ft. 7 in.) |
| Z | Outer Turning Circle Radius - 29.5R25 | 9 235 mm | (30 ft. 4 in.) |

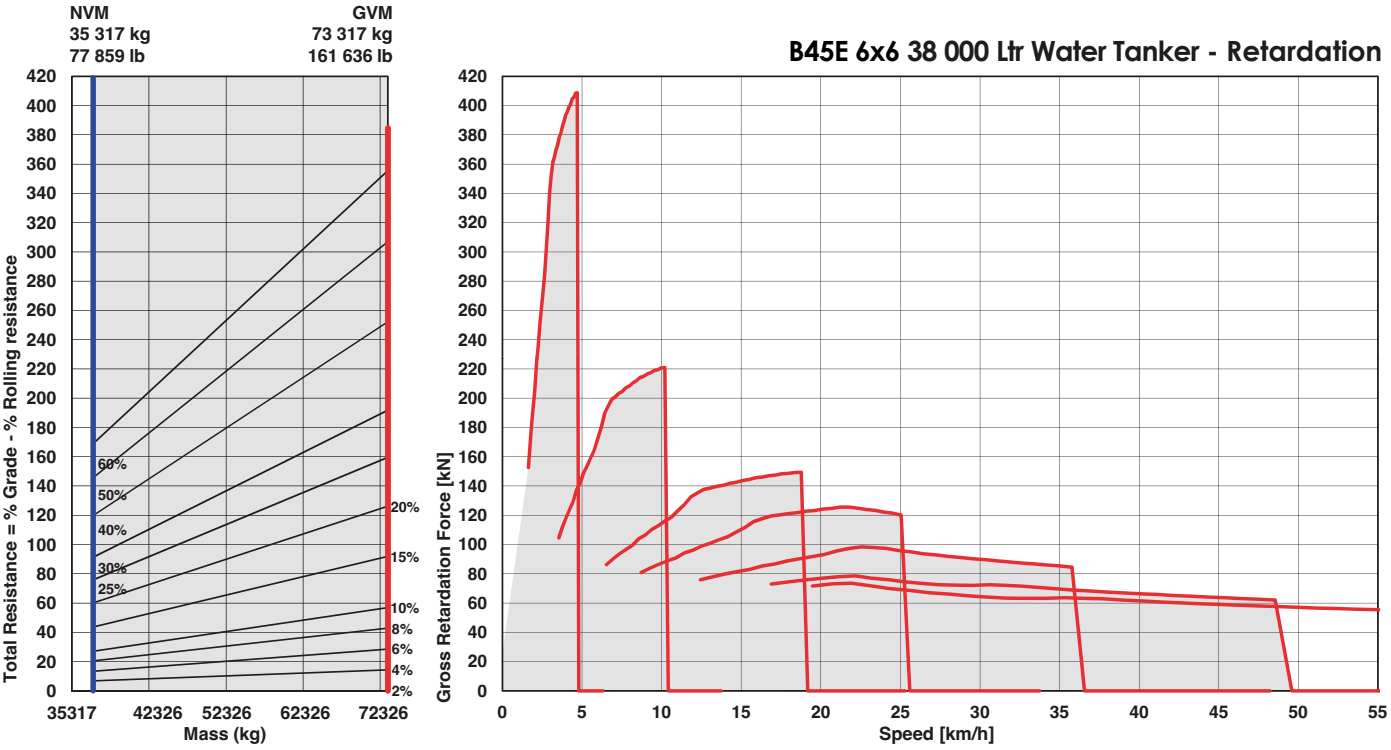
## Gradeability/Rimpull

1. Determine tractive resistance by finding intersection of vehicle mass line and grade line. NOTE: 2% typical rolling resistance is already assumed in chart and grade line.
2. From this intersection, move straight right across charts until line intersects rimpull curve.
3. Read down from this point to determine maximum speed attained at that tractive resistance.




## Retardation

1. Determine retardation force required by finding intersection of vehicle mass line.
2. From this intersection, move straight right across charts until line intersects the curve. NOTE: 2% typical rolling resistance is already assumed in chart.
3. Read down from this point to determine maximum speed.



# **B50E 6x6 43 000 L** Articulated Water Truck

## ENGINE
**Manufacturer**
Mercedes Benz (MTU)

**Model**
OM473LA (MTU 6R 1500)

**Configuration**
Inline 6, turbocharged and intercooled

**Net Power**
430 kW (577 hp) @ 1 600 rpm

**Gross Torque**
2 850 Nm (2 102 lbft) @ 1 300 rpm

**Displacement**
15,6 litres (952 cu.in)

**Auxiliary Brake**
Jacobs Engine Brake®

**Fuel Tank Capacity**
630 litres (166 US gal)

**Certification**
OM473LA (MTU 6R 1500) is EU Stage IIIA / EPA Tier 3 emission level equivalent

## TRANSMISSION
**Manufacturer**
Allison

**Model**
4800 ORS

**Configuration**
Fully automatic planetary transmission

**Layout**
Engine mounted

**Gear Layout**
Constant meshing planetary gears, clutch operated

**Gears**
7 Forward, 1 reverse

**Clutch Type**
Hydraulically operated multi-disc

**Control Type**
Electronic

**Torque Control**
Hydrodynamic with lock-up in all gears

## TRANSFER CASE
**Manufacturer**
Kessler

**Model**
W2400

**Layout**
Remote mounted

**Gear Layout**
Three in-line helical gears

**Output Differential**
Interaxle 29/71 proportional differential. Automatic inter-axle differential lock.

## AXLES
**Manufacturer**
Bell

**Model**
30T

**Differential**
High input controlled traction differential with spiral bevel gears

**Final Drive**
Outboard heavy duty planetary on all axles

## BRAKING SYSTEM
**Service Brake**
Dual circuit, full hydraulic actuation wet disc brakes on front and middle axles. Wet brake oil is circulated through a filtration and cooling system.

Maximum brake force:
458 kN (102 962 lbf)

**Park & Emergency**
Spring applied, air released driveline mounted disc

Maximum brake force:
215.5 kN (48 446 lbf)

**Auxiliary Brake**
Jacobs Engine Brake®. Automatic retardation through electronic activation of wet brake system.

**Total Retardation Power**
Continuous: 546 kW (732 hp)
Maximum: 963 kW (1 291 hp)

## WHEELS
**Type**
Radial Earthmover

**Tyre**
875/65 R 29 (29.5 R 25 optional)

## FRONT SUSPENSION
Semi-independent, leading A-frame supported by hydro-pneumatic suspension struts

Option: Electronically controlled adaptive suspension with ride height adjustment

## REAR SUSPENSION
Pivoting walking beams with laminated rubber suspension blocks

Option: Comfort Ride suspension walking beams, with two-stage sandwich block

## HYDRAULIC SYSTEM
Full load sensing system serving the prioritised steering, body tipping and brake functions. A ground-driven, load sensing emergency steering pump is integrated into the main system.

**Pump Type**
Variable displacement load sensing piston

**Flow**
330 L/min (87 gal/min)

**Pressure**
315 bar (4 569 psi)

**Filter**
5 microns

## STEERING SYSTEM
Double acting cylinders, with ground-driven emergency steering pump

**Lock to lock turns**
4,9

**Steering Angle**
42°

## PNEUMATIC SYSTEM
Air drier with heater and integral unloader valve, serving park brake and auxiliary functions

**System Pressure**
810 kPa (117 psi)

## ELECTRIC SYSTEM
**Voltage**
24 V

**Battery Type**
Two AGM (Absorption Glass Mat) type

**Battery Capacity**
2 X 75 Ah

**Alternator Rating**
28V 80A

## MAX VEHICLE SPEED

| | | |
|---|---|---|
| 1st | 4 km/h | 2,5 mph |
| 2nd | 9 km/h | 6 mph |
| 3rd | 17 km/h | 11 mph |
| 4th | 23 km/h | 14 mph |
| 5th | 33 km/h | 21 mph |
| 6th | 44 km/h | 27,3 mph |
| 7th | 51 km/h | 32 mph |
| R | 7 km/h | 4 mph |

## WATER TANKER PLUMBING
Centrifugal water pump

**Rate of Flow**
5 400 L/min

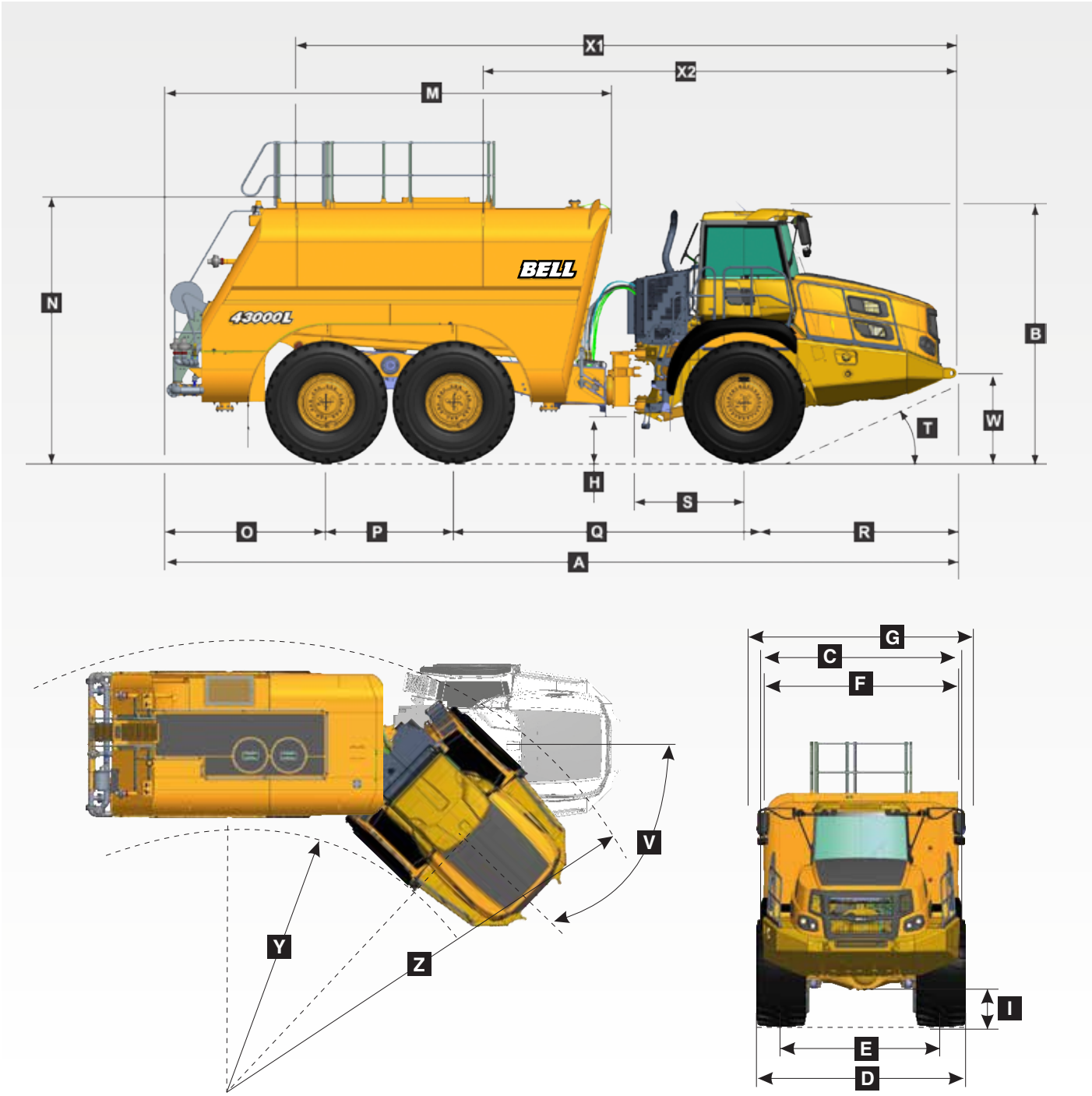
**Head**
70 m

## CAB
ROPS/FOPS certified 76 dBA internal sound level measured according to ISO 6396

# Load Capacity & Ground Pressure

| OPERATING WEIGHTS | | GROUND PRESSURE | | LOAD CAPACITY | |
|---|---|---|---|---|---|
| UNLADEN | | LADEN (No sinkage/Total Contact Area Method) | | | |
| | kg (lb) | 29.5 R 25 | kPa (Psi) | | |
| Front | 16 442 (36 248) | Front | 326 (47) | Rated Payload | 43 000 litres |
| Middle | 10 708 (23 607) | Middle | 395 (57) | | (11 350 gallons) |
| Rear | 10 574 (23 312) | Rear | 395 (57) | | |
| Total | 37 724 (83 167) | | | | |
| LADEN | | | | | |
| Front | 19 926 (43 929) | 875/65 R29 | kPa (Psi) | | |
| Middle | 30 066 (66 284) | Front | 296 (43) | | |
| Rear | 30 732 (67 752) | Middle | 366 (53) | | |
| Total | 80 724 (177 966) | Rear | 366 (53) | | |

# Dimensions



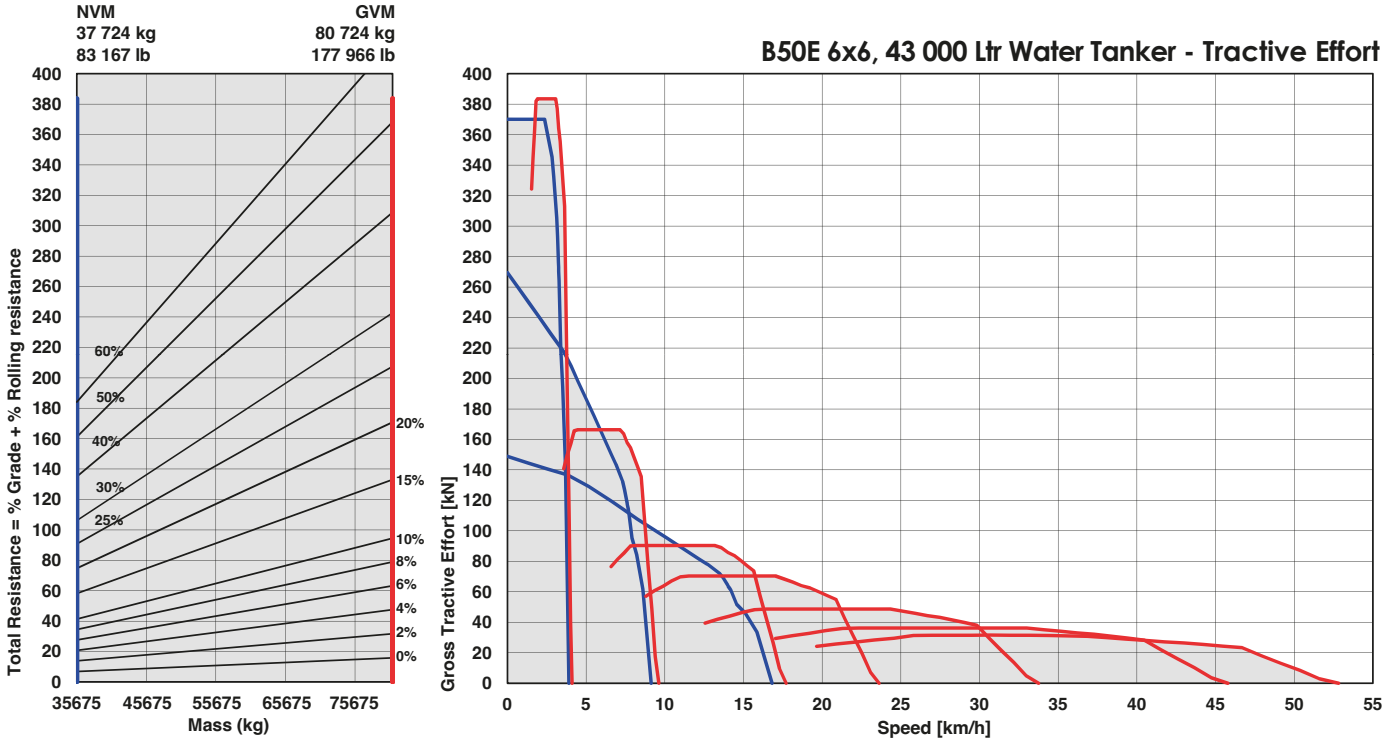

## Machine Dimensions

| | | | |
|---|---|---|---|
| A | Length - Transport Position | 12 279 mm | (40 ft. 3 in.) |
| B | Height - Transport Position | 3 820 mm | (12 ft. 6 in.) |
| C | Width over Mudguards | 3 790 mm | (12 ft. 5 in.) |
| D | Width over Tyres - 875/65 R29 | 3 832 mm | (12 ft. 7 in.) |
| D | Tyre Track Width - 29.5R25 | 3 714 mm | (12 ft. 2 in.) |
| E | Tyre Track Width - 875/65 R29 | 2 949 mm | (9 ft. 8 in.) |
| E | Tyre Track Width - 29.5R25 | 2 952 mm | (9 ft. 8 in.) |
| F | Width over Tank / Bowser | 3 699 mm | (12 ft. 2 in.) |
| F | Width over Tank / Bowser (with hose) | 3 849 mm | (12 ft. 8 in.) |
| G | Width over Mirrors - Operating Position | 4 027 mm | (13 ft. 3 in.) |
| H | Ground Clearance - Artic | 558 mm | (1 ft. 9 in.) |
| I | Ground Clearance - Front Axle | 555 mm | (1 ft. 9 in.) |
| M | Tank / Bowser Length | 6 877 mm | (22 ft. 7 in.) |
| N | Maximum Tank Height | 4 137 mm | (13 ft. 7 in.) |

| | | | |
|---|---|---|---|
| O | Rear Axle Centre to Bowser / Tank Rear | 2 543 mm | (8 ft. 4 in.) |
| P | Mid Axle Centre to Rear Axle Centre | 1 950 mm | (6 ft. 5 in.) |
| Q | Mid Axle Centre to Front Axle Centre | 4 438 mm | (14 ft. 7 in.) |
| R | Front Axle Centre to Machine Front | 3 351 mm | (11 ft. 0 in.) |
| S | Front Axle Centre to Artic Centre | 1 558 mm | (5 ft. 1 in.) |
| T | Approach Angle | 23° | |
| V | Maximum Articulation Angle | 42° | |
| W | Front Tie Down Height | 1 269 mm | (4 ft. 2 in.) |
| X1 | Tank Lifting Centres | 10 218 mm | (33 ft. 6 in.) |
| X2 | Front Lifting Centres to Tank Lifting Centre | 7 310 mm | (24 ft. 0 in.) |
| Y | Inner Turning Circle Radius - 875/65 R29 | 4 694 mm | (15 ft. 5 in.) |
| Y | Inner Turning Circle Radius - 29.5R25 | 4 753 mm | (15 ft. 7 in.) |
| Z | Outer Turning Circle Radius - 875/65 R29 | 9 408 mm | (30 ft. 10 in.) |
| Z | Outer Turning Circle Radius - 29.5R25 | 9 349 mm | (30 ft. 8 in.) |

## Gradeability/Rimpull

1. Determine tractive resistance by finding intersection of vehicle mass line and grade line. NOTE: 2% typical rolling resistance is already assumed in chart and grade line.
2. From this intersection, move straight right across charts until line intersects rimpull curve.
3. Read down from this point to determine maximum speed attained at that tractive resistance.

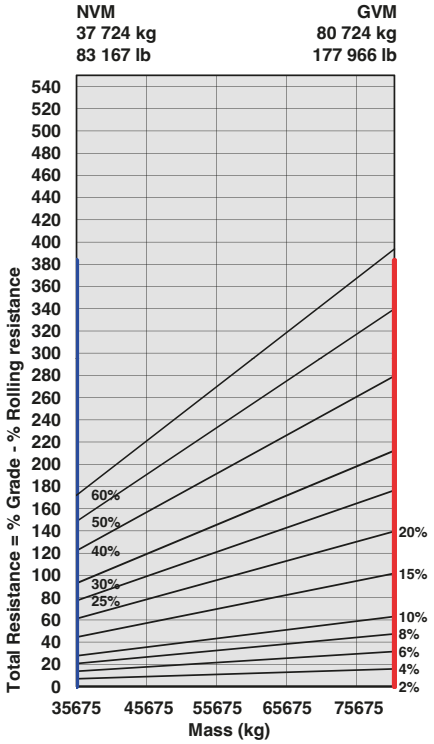


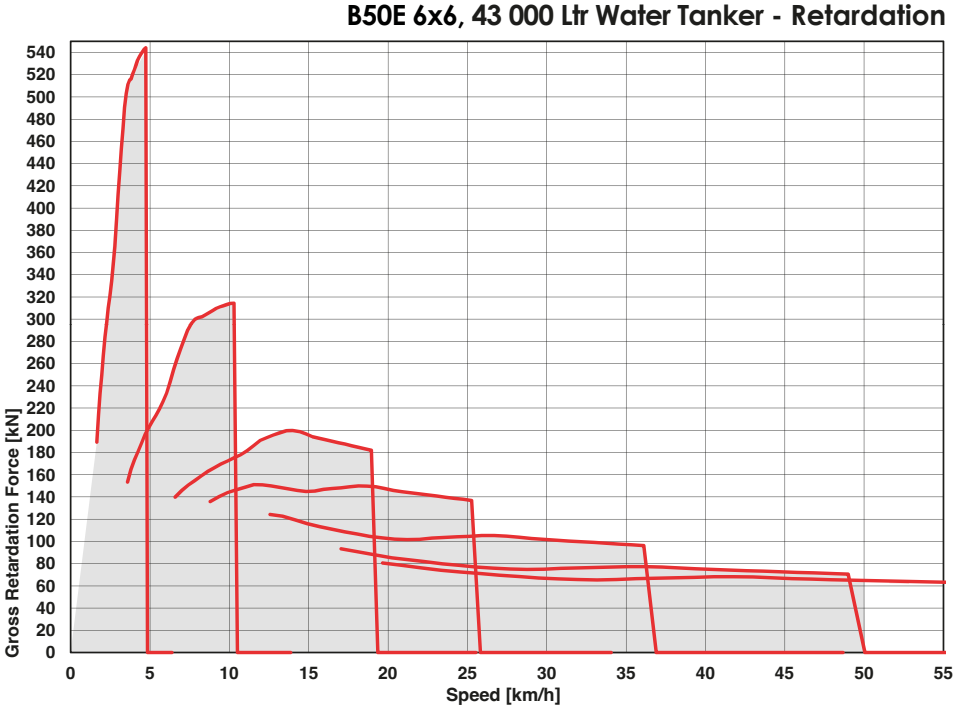




## Retardation

1. Determine retardation force required by finding intersection of vehicle mass line.
2. From this intersection, move straight right across charts until line intersects the curve. NOTE: 2% typical rolling resistance is already assumed in chart.
3. Read down from this point to determine maximum speed.



# Features and Options

● STANDARD ▲ OPTION

| 16 000 L | 18 000 L | 23 000 L | 27 000 L | 35 000 L | 38 000 L | 43 000 L | |
|---|---|---|---|---|---|---|---|
| | | | | | | | **ENGINE** |
| ● | ● | ● | ● | ● | ● | ● | Engine valve brake and exhaust brake |
| ● | ● | ● | ● | ● | ● | ● | Dual element air cleaner with dust ejector valve |
| ● | ● | ● | ● | ● | ● | ● | Precleaner with auto dust scavenging |
| ● | ● | ● | ● | ● | ● | ● | Water separator |
| ● | ● | ● | ● | ● | ● | ● | Serpentine drive belt with automatic tensioner |
| ▲ | ▲ | ▲ | ▲ | ● | ● | ● | Provision for fast fill |
| ▲ | ▲ | ▲ | ▲ | ● | ● | ● | Wet-sleeve cylinder liners |
| | | | | | | | **COOLING** |
| ● | ● | ● | ● | ● | ● | ● | Crank-shaft mounted viscous-drive fan |
| ● | ● | ● | ● | ● | ● | ● | Fan guard |
| | | | | | | | **PNEUMATIC SYSTEM** |
| ● | ● | ● | ● | ● | ● | ● | Engine-mounted compressor |
| ● | ● | ● | ● | ● | ● | ● | Air drier with heater |
| ● | ● | ● | ● | ● | ● | ● | Integral unloader valve |
| | | | | | | | **ELECTRICAL SYSTEM** |
| ● | ● | ● | ● | ● | ● | ● | Battery disconnect |
| ● | ● | ● | ● | ● | ● | ● | Drive lights |
| ● | ● | ● | ● | ● | ● | ● | Air horn |
| ● | ● | ● | ● | ● | ● | ● | Reverse alarm |
| | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | White noise reverse alarm |
| ● | ● | ● | ● | ● | ● | ● | Rotating beacon |
| ● | ● | ● | ● | ● | ● | ● | Pitch roll sensor |
| | | | | ▲ | ▲ | ▲ | LED drive lights |
| ▲ | ▲ | ▲ | ▲ | ● | ● | ● | Halogen artic reverse light |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | LED artic reverse light |
| ● | ● | ● | ● | ● | ● | ● | LED reverse light |
| | | | | | | | **STEERING SYSTEM** |
| ● | ● | ● | ● | ● | ● | ● | Uni-directional ground-driven secondary steering pump |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Bi-directional ground-driven secondary steering pump |
| | | | | | | | **CAB** |
| ● | ● | ● | ● | ● | ● | ● | ROPS/FOPS certification |
| ● | ● | ● | ● | ● | ● | ● | Tilt cab |
| ● | ● | ● | ● | ● | ● | ● | Gas strut-supported door |
| ● | ● | ● | ● | ● | ● | ● | HVAC Climate control system |
| ● | ● | ● | ● | ● | ● | ● | AM/FM radio/CD player + USB |
| ● | ● | ● | ● | ● | ● | ● | Rear window guard |
| ● | ● | ● | ● | ● | ● | ● | Wiper/washer with intermittent control |
| ● | ● | ● | ● | ● | ● | ● | Tilt and telescoping steering wheel |
| ● | ● | ● | ● | ● | ● | ● | Centre-mount air-suspension seat |
| ● | ● | ● | ● | ● | ● | ● | Halogen work lights |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | LED work lights |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Rotating beacon: seat belt installation |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Remote engine and machine isolation |
| ● | ● | ● | ● | ● | ● | ● | Remote battery jump start |
| | | ▲ | ▲ | ● | ● | ● | High visibility mirrors |
| ● | ● | ● | ● | ● | ● | ● | Retractable 3-point seat belt |
| ● | ● | ● | ● | ● | ● | ● | Foldaway trainer seat with retractable seat belt |

| 16 000 L | 18 000 L | 23 000 L | 27 000 L | 35 000 L | 38 000 L | 43 000 L | |
|---|---|---|---|---|---|---|---|
| | | | | | | | **CAB (continued)** |
| ● | ● | ● | ● | ● | ● | ● | 12-volt power outlet |
| ● | ● | ● | ● | ● | ● | ● | Cup holder |
| ● | ● | ● | ● | ● | ● | ● | Cooled/heated lunch box |
| ● | ● | ● | ● | ● | ● | ● | Utility bin (removable) |
| ● | ● | ● | ● | ● | ● | ● | Manually adjustable mirrors |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Electric adjustable & heated mirrors |
| ● | ● | ● | ● | ● | ● | ● | Deluxe 10" colour LCD: Speedometer / Fuel gauge / Transmission oil temperature gauge / Engine coolant temperature gauge / LED function/warning indicators and audible alarm / Transmission gear selection / Tachometer / Battery voltage / Hour meter / Odometer / Fuel consumption / Trip timer / Trip distance / Metric/English units / Service codes/diagnostics |
| ● | ● | ● | ● | ● | ● | ● | Backlit sealed switch module functions with: Wiper control / Lights / Heated mirrors / Retarding aggressiveness / Transfer case differential lock / Transmission gear hold / Airconditioner/ Heater controls / Preselected Speed Control |
| ● | ● | ● | ● | ● | ● | ● | Backlit Plumbing sealed switch module functions with: Battery / Spray / Pulse / Tank fill / Hose reel / Pump / Dribble bar |
| | | | | | | | **PLUMBING** |
| ● | ● | ● | ● | ● | ● | ● | Dribble bar |
| ● | ● | ● | ● | | | | 1 800 lpm 50 m head pump |
| ▲ | ▲ | ▲ | ▲ | ● | ● | ● | 5 400 lpm 70 m head pump* |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Pressurised dribble bar system |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Pressurised dribble bar system with nozzles |
| ● | ● | ● | ● | ● | ● | ● | Spray valves (in-cab activation) |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Batter spray valves |
| ● | ● | ● | ● | ● | ● | ● | Fold down top rails |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Suction pipe for filling from dam |
| ● | ● | ● | ● | ● | ● | ● | Step ladder access |
| ● | ● | ● | ● | ● | ● | ● | Inspection access |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Manual water canon |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Remote control water canon |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Layflat hose |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Hose reel |
| | | | | | | | **OTHER** |
| | ● | | | | | | 20.5 R 25 Radial earthmover tyres |
| ● | | ● | ● | | | | 23.5 R 25 tyres |
| ▲ | | | | | | | 620/75 R26 tyres |
| | | | | ● | ● | ▲ | 29.5 R 25 Radial Earthmover tyres |
| | | | | ▲ | ▲ | ● | 875/65 R 29 Radial Earthmover tyres |
| ● | | | ● | | | | Remote grease banks |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Automatic greasing |
| ● | ● | ● | ● | ● | ● | ● | Cab peak |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | High pressure hydraulic filter |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Fuel heater |
| ● | ● | ● | ● | ● | ● | ● | Belly cover |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Handrails |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Remote transmission filter |
| ● | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | Reverse camera |

** (Option only): Larger centrifugal pump available if suction pipe option is not fitted.*

## FEATURES OF THE ARTICULATED WATER TRUCK

• PRODUCTIVE: Powerful built-for hauling ADT drivetrains are well matched for pulling and retarding heavy loads. Nitrogen over oil strut suspension smooths the ride for operator and machine.

• ECONOMY: Modern fuel efficient engine, lockup torque converter and planetary transmission deliver more work per unit of fuel used

• EASY TO OPERATE: High quality cab is conducive to operator care. Simple to use controls and electronic interfaces protect the machine from accidental misuse.

## BATTER SPRAYS

- Two additional spray valves that expand the spray patterns reach on the sides of the tank
- Remotely activated from inside the cab

## HOSE REEL

- 30m hose reel
- 1.5" adjustable fog/stream nozzle
- Spring retractable

## LAYFLAT HOSE

- 30m, 65mm layflat fire-fighting hose
- Mounted on the rear of the water tank

## DRIBBLE BAR

- Gravity fed dribble bar
- Remotely activated from inside the cab
- Even spread pattern covering the width of the vehicle

## PENETRATION SPRAY BARS

- Available with nozzles or holes
- Remotely activated from inside the cab
- Pressurised by the pump to create a jet of water

## REMOTE WATER CANNON

- Adjustable fog/stream pattern
- A variety of flow settings between 250 and 700 GPM
- Remotely controlled via a joystick inside the cab
- High quality components built to last in heavy duty applications

## MANUAL WATER CANNON

- Long range spray nozzle
- High quality components built to last in heavy duty applications


All dimensions are shown in millimetres, unless otherwise stated between brackets. Under our policy of continuous improvement, we reserve the right to change technical data and design without prior notice. Photographs featured in this brochure may include optional equipment. Blu@dvantage™ is a trademark of Bell Equipment Co. (PTY) Ltd AdBlue® is a registered trademark of VDA.

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