

922G Series Dump Truck

922G 922G 2.55



The obvious choice for earthmoving in soft terrain and areas demanding very lowground pressure

Key features

- » 22 ton, three axle, articulated dump truck
- » Bogie axle with high pendulum angle
- » Very low ground pressure
- » Lowest unladen weight on the market
- » Highest power to weight ratio on the market
- » Unmatched stability
- » Payload measuring system as standard

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Technical Data

Chassis

Articulated chassis with pendulum bar and double hydraulic stabilizers in the center pivot. Gives a high degree of stability both when driving and dumping. Fabricated in high tensile steel in order to obtain the highest possible strength and the lowest possible unladen weight. Fuel tank 80 Gal. Ad Blue-tank: 8 Gal. Oscillation: +/- 12°.

Axles

Front: Rigid axle with electronically controlled suspension and level control. Individual level control on each side aligns the machine in optimal position. The front axle has a differential lock with 75% locking action.

Rear: Heavy Duty bogie axle with reduction gear in the hubs. Simple and maintenance-free design. Large pendulum angle.

Hydraulic system

Consists of 5 hydraulic pumps: **Pump 1:** 8 GAl/min constant flow pump for brakes, stabilizer, differential lock and suspension. **Pump 2:** 49 Gal/min variable pump for articulated steering. **Pump 3:** 52 Gal/min constant flow pump for tipping function and retarder. **Pump 4:** 52 Gal/min constant flow pump for additional retarder power. **Pump 5:** 17 Gal/min variable flow pump for emergency steering.

Brakes / Retarder

Full dual-circuit brake system with oil immersed disc brakes on all 6 wheels. Fail-Safe parking brake on the front axle. Maintenance-free brakes. Manually operated retarder which is a combination of engine brake and hydraulic retarder.

Max. Retarder Power: 300 kW/405 hp

Electrical system

Standard 24V system with 70 Amp. alternator. Batteries: 2x 12V, 100Ah.

Engine

Cummins B6.7 liter 6 cyl. Stage-V engine with DOC, DPF and SCR catalyst with Ad-Blue additive. 24-valve common rail turbo-diesel with intercooler and electronic variable turbocharger (used for engine brake). Max. Power: 231 kW/314 HP at 2000 rpm. Max. Torque: 1288 Nm/950 ft lb at 1500 rpm.

Transmission

ZF ERGOPOWER 6WG-210 aut. Transmission with 6 forward and 3 reverse gears. The transmission is equipped with 100% lockup in all gears and manual activated differential lock between the front and rear. Automatic or manual gearshift. Max speed: Forward: 31 mil/h - Reverse: 19 mil/h. Max. tractive effort: 223 KN

Steering

Servo activated hydrostatic steering. Separate variable pump for steering function. Max. steering angle: +/- 38°

Cab

Spacious ROPS/FOPS approved cab with viscous mounts and excellent view. Air suspended seat with ventilation and longitudinal damping. Adjustable steering wheel and multi-joystick control. Aut. tipping and lowering function of the body.

Dumptruck body

Body in high tensile Hardox 450 steel without side ribs. The double action tipping cylinders are located under the body for maximum protection. Option: exhaust heated body and hydraulic activated tail gate. Tipping time: Up 7,5 sec. / Down 5,5 sec. Tipping angle: 70°.

Safety

Additional safety is provided via:

Hoist assistance indicating unsafe tipping

Rear-view camera

Brake wear indicator shows if the brakes are overheating.

Dimensions

		922G	922G	922F 2.55
Standard tires		600/60-30.5	800/45-30.5	EM 20.5R25
Machine weight	lb	35,053	36,156	36,596
Carrying capacity	lb	44,092	44,092	44,092
Width over tires	ft in	9'7"	10'5"	8'4"
Height (cabin)	ft in	11'3"	11'3"	11'3"
Ground clearance	ft in	1'7"	1'7"	1'7"
Wheelbase, bogie	ft in	5'4"	5'4"	5'4"
Wheelbase, front/rear	ft in	12'2"	12'2"	12'2"
Total length	ft in	30'1"	30'1"	30'1"
Body volume	yd ³	16	16	16
Turning radius	yd	9.15	9.32	8.95
Ground pressure (full load)	Psi	19	14	21



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Subject to change. Photos may be shown with optional equipment. 0855500 - 05/2019