DT183LE, 4x2
Technical specification

ENGINE
Cummins QSB6.7-190 (Tier 4/Stage 4)
Six-cylinder four stroke direct injection diesel engine with variable geometry turbo charging and intercooler.
Engine equipped with Cummins (AdBlue) system including DOC and SCR-catalyst.
Displacement: 6.7 dm³
Bore: 107 mm
Stroke: 124 mm
Compression ratio: 17.2:1
Output: 142 kW (193 hp) at 2000 rpm
Torque: 809 Nm at 1500 rpm

Gearbox
Allison, type 3000
Automatic shift transmission with 4 gears forward, 1 gear reverse and torque converter equipped with Lock-Up clutch. Including std. F/R shift protection.

Front axle
Volvo
Non-driven steering axle
Capacity 11,000 kg (20 km/h)*
* Actual axle load capacity depending on tyre load rating.

Rear axle
Terberg TTA type 70-11
Capacity 30,000 kg (at 20 km/h)*
Hub reduction axle with total reduction ratio 9.49:1
Optional:
- TTA 70-01 11.98:1
- D81PL478 9.76:1, 12.73:1 or 16.13:1
- D81 PL477 13.2:1 or 16.36:1
* Actual axle load capacity depending on tyre load rating.

Suspension
Front: Parabolic leaf springs in rubber mountings with 2 telescopic shock absorbers.
Maintenance-free system.
Rear: Directly bolted to chassis frame.
Optional:
- Air suspension with rubber stops

Rims and tyres
Tyres: 11R22.5 (6 pieces)
Rims: 10 stud disc wheels 22.5 x 8.25

Steering system
Fully hydrostatic orbitrol steering system with priority valve and double acting steering cylinder.
Emergency steering property.
Steering wheel diameter 350 mm
Turning circle over front bumper (m)
WB 3300 14.2
WB 3500 14.7

5th wheel
Terberg 2" cast steel plate
Technical capacity 36,000 kg.
Lifting capacity 31,000 kg*.
Automatic locking of jaw system.
Pneumatic unlocking of 5th wheel, operated from cabin.
Indicator light for positive locking inside the cabin.
Optional:
- 27,000 kg* lifting capacity (for ultra low 5th wheel height)
* Actual lifting capacity depending on tyre load ratings and 5th wheel height.

Chassis
Welded construction of rolled steel channels 200x100x10 mm.
Air reservoirs, exhaust system and fuel tank protected mounted to the chassis.
Large side access steps with anti-slip surface integrated in chassis.
Towing pin attachment at front and rear of chassis.

* Note: speed is 37km/h@1820 engine rpm
(Tyre size 11R22.5, axle ratio 9.49:1)
HYDRAULIC SYSTEM
Engine driven hydraulic pump for steering and lifting 5th wheel plate, directly mounted to the engine, with priority valve for the steering system. Hydraulic oil tank protected mounted to the chassis frame. Tank capacity 50 dm³. Hydraulic valve electrically operated from inside the cab to lift/lower/hold the 5th wheel. Working pressure 250 bar. 2 heavy-duty hydraulic double stage lift rams.

BRAKE SYSTEM
Full air brake system with split front- and rear-axle and parking brake circuits. Parking brake working on rear axle.

Steering column:

- 28V/95A (Cummins T4f)
- Batteries: 2 x 12 Volt / 140 Ah
- Output starter: 4.8 kW (Cummins T4f)
- PCB with fuses and relays mounted in central electrical box.
- Full Can-Bus system allowing multiple options/flexibility and easy fault tracing.
- Wiring with code numbers and easy readable/visible/accessible mounted in central electrical box.
- 7 pin SAE socket at rear of engine hood for trailer connection (DIN ISO 1185).

LIGHTING
H4 head lights with dipped and main beam and direction indicators.
LED rear lights on rear of chassis, with direction indicators and brake lights. 5th wheel flood light behind cabin.
LED Interior light in cabin.
Mounting for rotating beacon light.

CABIN
1 person left-hand or right-hand drive position.
Forward facing driver’s position.
Low entry cab (only 2 steps) through generously sized outboard and full height inboard door for safe and effortless entrance/exit to/from the driver’s position from both sides.

Dimensions outside:
- width: 1520 mm
- length: 1600 mm
- height: 2100 mm

Cabin construction of overdimensioned strong steel profiles to comply to latest Rops/Fops regulations and equipped with generous amount of noise insulation.

EXHAUST
Cummins T4f: Cummins DOC + SCR
Catalysts/silencers with horizontal outlet. Catalysts/silencers protected mounted on the left hand side.

Isri driver’s seat with air suspension and fully adjustable ensuring most ergonomic working position.

Central dashboard:
- 12-button multi-function Can-bus control panel.
- Optional radio position.
- Demister/heater controls with variable speed blower control.

Steering column/dashboard:
Fully adjustable steering column/dashboard assembly equipped with:
- Combi switch for:
  - Direction indicators
  - High/Low beam
  - Horn
  - Gearshift/Parking brake lever.
- 5th wheel up/down lever.
- Multifunctional full colour CAN-Bus display (DIM) with following functionality:
  - Constantly displays vehicle speed, brake pressure circuit 1-2, diesel and AdBlue level and engine rpm.
  - Critical values/messages will be actively shown to the driver supported by buzzer where needed.
  - With easy possibility to read out running hrs, as well as the following analogue values (all with optical signal and buzzer on critical levels):
    - High temperature gearbox
    - Low oil pressure engine
    - High temperature engine
    - Low voltage
  - Indicator lights are integrated in the display. It has also integrated diagnostic and vehicle history info which can be easily shown on the screen and downloaded via USB.

Upper dashboard:
- 2 generously sized storage compartments.
- 2 optional radio positions.
- Strong mounting provisions for RDT equipment.

Options:
- Mechanically suspended co-driver seat with 2-point seat belt.
- 610x810mm emergency roof exit hatch.
- Air conditioning system with optional ECC (Electronic Climate Control).