OPERATING CONDITION LIMITS
Outside temp limits: Std. -25°C to +50°C
Maximum GCW Road: .100T @ 16% gradient
Maximum GCW Rail:...1000T @ 0% gradient
Max. tractive force on Rail:...85kN (Mu=0.85)
Track gauge standard: ......................1435mm
Vehicle weight incl. 9.8T Ballast:......21.500 kg

ENGINE
Mercedes OM926LA (Tier 4i/Stage 3B)*
Six cylinder four-stroke direct injection
diesel engine with turbo charging and
intercooler.
Engine equipped with Mercedes
(AdBlue) system including SCR-catalyst.
Displacement: .................... 7.2 dm³
Bore: ........................................ 106 mm
Stroke: ................................... 136 mm
Compression ratio: .................. 17.5:1
Output:........ 175 kW (238 hp) at 2200 rpm
Torque: ......... 850 Nm at 1200-1600 rpm
Acc. ECE 80/1269
* Engine selection depending on
operating region and availability. For
more info contact our sales team.

GEARBOX
ZF, type, 6WG211
Automatic Powershift transmission with
6 gears forward and 3 gears reverse.
Including standard F/R shift protection.
Including standard Lock-Up clutch
ensuring the lowest possible fuel
consumption and high operating speeds.

Gear ratio’s theoretical speed (km/h)
5.683F+5.041R 5.0 + 5.7 (F1+R1)
3.702F 7.7 (F2)
2.304F+2.044R 12.4 + 14 (F3+R2)
1.501F 19.0 (F4)
0.963F+0.854R 29.6 + 33.4 (F5+R3)
0.627 45.5 (F6)
Rear: Tyre size 11R22.5 (4x) (axle ratio
16.36:1)

COOLING SYSTEM
Plate and bar type radiator of heavy-duty
construction mounted on rubber silent
blocks with separate air to air
transmission oil cooler and engine
intercooler all mounted side by side.

EXHAUST SYSTEM
SCR-catalyst mounted in well protected
vertical position behind cabin.
Mercedes-Benz AdBlue injection system
with heated lines and 40Ltr ABS tank
protected mounted.

CHASSIS
Welded construction of rolled steel
channels 200x100x10 mm in
combination with heavy duty steel plate
sections.
Air and fuel tanks protected mounted.
Access steps with anti-slip surface
integrated in the chassis.

FUEL TANK
Steel tank, 320 l capacity.

FRONT AXLE
Terberg TTA 60 Non-driven steering
axle.
Axle load: max. 10.000 kg (at 20 km/h)*
* Actual axle load capacity depending on
tyre load rating.

REAR AXLE
Kessler D81PL477
Reduction ratio 16.36:1
Capacity: 38.000 KGs (at 20 km/h)*
Axle load in rail operation: ±10.000kg
(with 8.5T kg traction mass)
*depending on tyre rating.

SUSPENSION
Front: Parabolic 4-leaf leaf springs in
rubber mountings with 2 telescopic
shock absorbers and additional rubber
stops. Maintenance-free system.
Rear: Solid mounted to chassis.
Optional:
• Air suspension with rubber stops.

RIMS AND TYRES
Front and Rear axle:
Tyres: 11R22.5 (2 pieces)
Rims: 10 stud steel wheels 22.5 x 8.25
**STEERING SYSTEM**

Fully hydrostatic orbitrol steering system with priority valve and double acting steering cylinder. Emergency steering property.

- Maximum steering pressure: 175 bar
- Steering wheel diameter: 350 mm
- Steering lock angle: 48°
- Turning circle over front plate: 14.3 m

Automatic-hydraulic steering wheel locking while rail operation.

**TRACTOR BRAKE SYSTEM**

Dual-circuit compressed-air brake system for front and rear axles. Front axle: S-cam brake system.

- Rear axles: high capacity simplex wedge brake system. Automatic slack adjusters front and rear.
- Air reservoirs: 2 x 40 l + 1 x 30 l.
- 2-cylinder air compressor 900ltr/min.
- Double cartridge Air dryer with integrated pressure governor.
- Front axle: membrane brake cylinder.
- Rear axles: spring-brake membrane brake cylinders on both axles.
  - System pressure: 7.8 - 8.5 bar

**ELECTRICAL SYSTEM**

24 Volt system.

- Alternator: 28 V / 100 A
- Batteries: 2 x 12 Volt / 140 Ah
- Output starter: 3.9 kW

Fuses and relays easy accessible mounted in central electrical box inside the cabin.

Wiring with easy readable code numbers.

All dashboard check/control lights as LED.

**LIGHTING**

Main headlights with dipped and main beam and direction indicators.

LED rear lights mounted at rear of chassis, including direction indicators and brake lights.

2 working lights on rear side of driver cabin.

**HYDRAULIC SYSTEM**

Engine driven hydraulic pump for steering and lifting 5th wheel plate, directly mounted to transmission, with priority valve for the steering system.

Hydraulic oil tank protected mounted to the chassis frame. Tank capacity 50 dm³.

Hydraulic valve pneumatically operated from inside the cab to lift/lower/hold the 5th wheel.

Working pressure 250 Bar.

2 heavy-duty hydraulic single stage liftarms.

**5TH WHEEL**

2" Cast steel plate

Technical capacity: 36,000 kgs.

Lifting capacity: 34,000 kgs.

Automatic locking of jawsystem.

Pneumatic unlocking of 5th wheel, operated from cabin. Indicator light for positive locking inside the cabin.

**CABIN**

Full width, execution for 2 persons.

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**Dashboard controls:**

- Throttle pedal
- Foot brake pedal
- Parking brake lever
- Ignition key switch
- Hazard lights
- Lighting
- Gear selector
- Indicator lights:
  - Oil pressure
  - Alternator charging
  - Direction indicator
  - Main beam
  - Parking brake activated
  - Air filter clogged
  - Fuel pre-filter clogged
  - Engine revolution counter
  - Operating hours counter
  - Control system with optical and acoustical warning signal for:
    - High temperature gearbox
    - Low oil pressure engine
    - High temperature engine
    - Low air pressure circuit 1
    - Low air pressure circuit 2
    - Low fuel level
    - Low voltage
    - Combined switch for:
      - Direction indicators
      - Wipers front window
      - Main/dipped beam
      - Horn

**Dimensions outside:**

- Width: 2380 mm
- Length: 1593 mm
- Height: 1821 mm

Cabin construction of overdimensioned strong steel profiles to resist latest Rops/Fops regulations.

Anti-vibration cabin mounting and additionally air-suspended.

Rear cabin door arranged centrally for safe and comfortable entrance and exit.

Spacious safety windows for excellent panorama view (toned).

Each 2 sliding windows on driver’s and co-driver’s side.

Driver cabin can be tilted electrically hydraulically up to 65° for comfortable accessibility of the engine compartment for maintenance works.

2 Parallel wipers on front window.

1 wiper at each rear window.

2 air-suspended lari 6860 series comfort seats for driver and co-driver with armrests. Adjustable 2-point safety belts.

Mounted on console with extra storage space.

Air blower heating/ventilation three-step with recirculation system.
TRACTIVE EFFORT DIAGRAM

Mercedes OM926LA-175kW - ZF6WG211
RR222-4x2 with Lock-Up, GCW 1000t, axleratio 16.36 Tyres 11R22.5

<table>
<thead>
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<th>Tractive Effort needed/available (N)</th>
<th>Speed (kM/h)</th>
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<tbody>
<tr>
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<td>5000</td>
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<tr>
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<td>40</td>
</tr>
<tr>
<td>45000</td>
<td>45</td>
</tr>
</tbody>
</table>

1,0% grade
0,6% grade
0,4% grade
0,2% grade
0% grade

OPTIONAL ACCESSORIES

- Headlight and wiper
- Engine pre-heating 220V
- Hot water auxiliary heating for heating of the cooling water circuit
- 2 additional working lights at the top-front of the driver cabin
- Radio with CD-Player

TRACK GUIDING SYSTEM
- For track gauge 1435 mm
- 2 heavy rail guiding axles
  With each 2 guide wheels Ø 400 mm
- With profile 70° H4020
- Including track sweepers
- Colour monitor with 2 colour cameras as re-railing assistance
- Rear rail guiding axle as swing axle via central bolt
- Front rail guiding axle
- Separately controllable hydraulic control for lifting/lowering of the front and rear track guiding with pressure compensation and damping
- Combined ergonomic control unit in the driver cabin
- LCD indication in the driver cabin with optic-acoustic warning in case of hydraulic pressure loss
- Automatic pressure adjustment
- CAN-Bus control
- Automatic fixation of the hydraulic steering at the front axle while rail operation
- Automatic lifting of front axle while rail operation
- Hydraulic safety locking of the rail axles while road operation
- Open-circuit guards directly at the cylinders
- Manual hand pump for lifting of the rail axles in case of vehicle hydraulic failure
- Pneumatically operated footstep with hand grip front right (when shunting-configuration)
TERBERG-ZAGRO RR222-4x2  Multifunctional Terminal Tractor and Road Rail Vehicle

For more information please contact:

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Specification may change without prior notice