

Euclid Haulers

R32, R40, R60, R65, R90, R130,
R150, R170, R190, R220



EUCLID

Integral ROPS/FOPS cab.

Powertrain offers easy access for economical serviceability.

Unique trailing arm and independent front suspension absorbs haul road input, minimizing frame stress, while providing exceptional handling.



Built for
round-the-clock service
—All year round



- Abrasive resistant high-hardness steel body with horizontal stiffeners.

- Robotic welded sturdy frame.

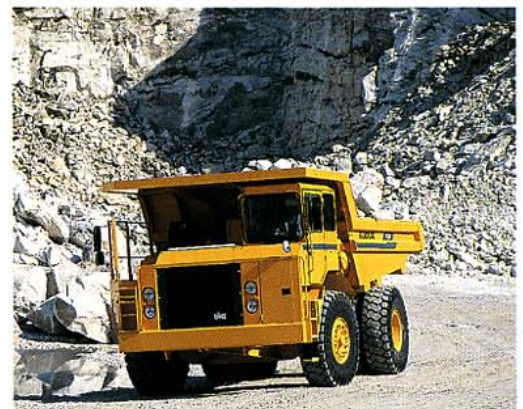
- Hydraulic actuated dual circuit brake system with dry disc front and wet disc rear.

Euclid invented the off-highway hauler in 1926. Since then, Euclid haulers have earned a reputation as one of the strongest, most durable haulers in the industry.

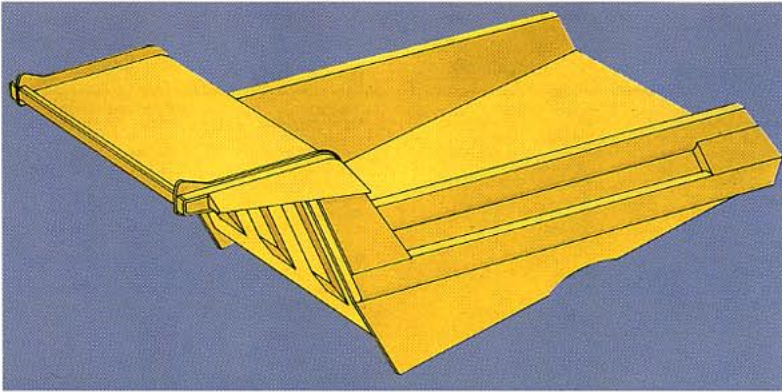
Every inch of Euclid haulers are engineered for heavy duty performance around the clock, with minimum downtime for maintenance and scheduled service.

At the heart of the hauler's legendary durability you will find a tough Euclid frame. To this frame, we have added a wide range of powertrains, tough, easy-to-load bodies and one of the world's most sophisticated suspension systems.

We continue to innovate. Today, Euclid offers a complete range of haulers, with a nominal capacity from 32 up to 190 t, that fits every modern concept of strength, speed, stamina and service.



Euclid R32, the Little Giant, carries 1,41 times its own weight. It is a highly productive hauler with low operating costs and therefore low cost per ton transported.



High hardness steel bodies for the toughest jobs

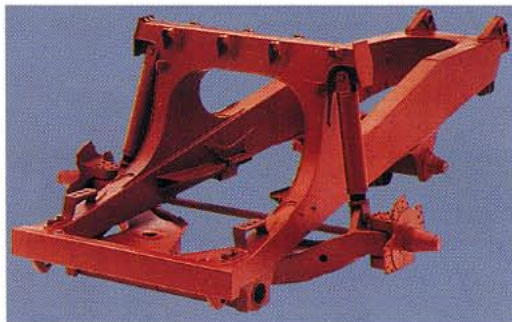
Euclid haulers have high payload capacity. The low loading heights match a wide range of loading equipment. The body design permits loading from one spot with a large target area.

Horizontal stiffeners transmit and dissipate material impact on the side walls over the entire length of the body, minimizing stress concentration in any one area.



Dependable wet disc brakes give fast and safe transports downhill

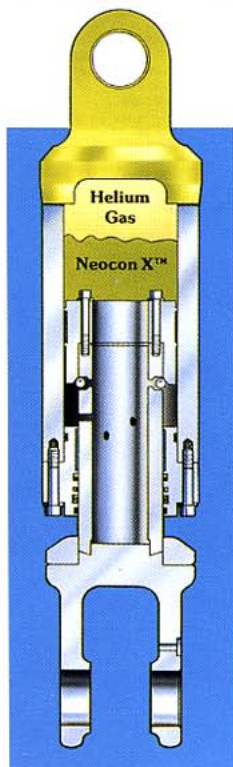
VME designed wet disc brakes are engineered for long service life, even in the most extreme environments. Multi-plate, sealed design protects the brakes from site contamination.



Strength and durability starts with the frame

The Euclid hauler frame consists of two frame rails bridged by cross-members. The frame rails are oriented on a taper from rear to front.

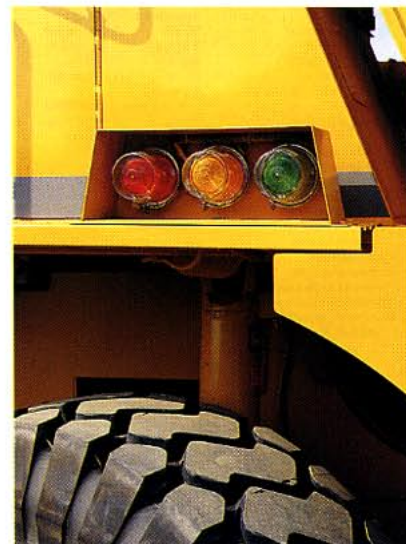
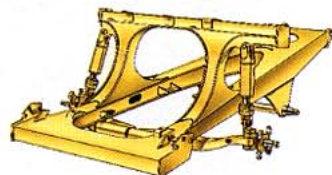
Design is simple, clean and allows easy access to engine and powertrain components. Welded joints between frame components are designed so that welds are parallel to the direction of principal stresses. The result is less stress concentration, which means a more durable frame.



NEOCON suspension struts for excellent comfort and mobility on all types of terrain

Neocon suspension combines the energy absorption characteristics of compressible Neocon X fluid and helium gas. The result is more comfort for your operator, maximum protection for the hauler frame, and excellent control and stability over a wide range of ground conditions.

Independent trailing arm for each wheel allows for a purely axial input into the suspension members. The independent trailing arm isolates the steering system from impact and racking forces affecting the frame.



Haultronic load weighing system maximizes productivity without overloading

The optional Haultronic system calculates payload through the ride struts by a transducer located in each strut. A set of warning lights on both sides of the machine facilitates loading from either side. The yellow light comes on at approximately 80 % of maximum payload. Red light indicates maximum payload.

Euclid R32



Engine	Volvo TD 122 KE
Rated output, at SAE J1349 Gross DIN 70020/6271	35 r/s (2 100 r/min) 295 kW (401 hp) 276 kW (375 hp)
Max torque, at SAE J1349 Gross DIN 70020/6271	20 r/s (1 200 r/min) 1 600 Nm 1 560 Nm
Max speed	57 km/h
Load capacity, SAE struck SAE 2:1 heap	15,0 m ³ 21 m ³
Load factor	1,41
Loading height	2 960 mm
Nominal load capacity	32,6 t
Maximum weight, loaded machine	55,6 t

Euclid R40



Engine	Cummins KT 19-C
Rated output, at SAE J1349 Gross	35 r/s (2 100 r/min) 392 kW (525 hp)
Max torque, at SAE J1349 Gross	22 r/s (1 300 r/min) 2 407 Nm
Max speed	65 km/h (72 km/h opt)
Load capacity, SAE struck SAE 2:1 heap	17,0 m ³ 23,9 m ³
Load factor	1,41
Loading height	3 280 mm
Nominal load capacity	37,6 t
Maximum load capacity	38,3 t
Maximum weight, loaded machine	68,0 t

Euclid R60



Engine	Cummins KTTA 19-C
Rated output, at SAE J1349 Gross DIN 70020/6271	35 r/s (2 100 r/min) 522 kW (700 hp) 495 kW (664 hp)
Max torque, at SAE J1349 Gross	23,3 r/s (1 400 r/min) 2 739 Nm
Engine	Cummins VTA 28-C
Rated output, at SAE J1349 Gross DIN 70020/6271	35 r/s (2 100 r/min) 522 kW (700 hp) 495 kW (664 hp)
Max torque, at SAE J1349 Gross	21,6 r/s (1 300 r/min) 2 739 Nm
Max speed	58 km/h (68 km/h opt)
Load capacity, SAE struck SAE 2:1 heap	23,3 m ³ 34,2 m ³
Load factor	1,48
Loading height	3 450 mm
Nominal load capacity	45,5 t
Maximum load capacity	57,5 t
Maximum weight, loaded machine	96 t

Euclid R65



Engine	Cummins VTA 28-C
Rated output, at SAE J1349 Gross DIN 70020/6271	35 r/s (2 100 r/min) 567 kW (760 hp) 538 kW (722 hp)
Max speed	56,9 km/h (57,4 km/h opt)
Load capacity, SAE struck SAE 2:1 heap	27,4 m ³ 38,7 m ³
Load factor	1,41
Loading height	3 660 mm
Maximum load capacity	61,4 t
Maximum weight, loaded machine	102,1 t

Euclid R90



Engine	Cummins KTA 38-C
Rated output, at SAE J1349 Gross DIN 70020/6271	35 r/s (2 100 r/min) 690 kW (925 hp) 645 kW (865 hp)
Max torque, at SAE J1349 Gross	21,7 r/s (1 300 r/min) 4 095 Nm
Max speed	54 km/h (64 km/h opt)
Load capacity, SAE struck SAE 2:1 heap	35,7 m ³ 52,7 m ³
Load factor	1,48
Loading height	4 190 mm
Nominal load capacity	86,5 t
Maximum load capacity	86,5 t
Maximum weight, loaded machine	149,7 t

Euclid R130



Engine	Cummins KTTA 38-C
Rated output, at SAE J1349 Gross DIN 70020/6271	35 r/s (2 100 r/min) 1 007 kW (1 350 hp) 895 kW (1 200 hp)
Max torque, at SAE J1349 Gross	25 r/s (1 500 r/min) 5 264 Nm
Engine	Detroit Diesel 12V-149TIB
Rated output, at SAE J1349 Gross DIN 70020/6271	31 r/s (1 900 r/min) 1 007 kW (1 350 hp) 895 kW (1 200 hp)
Max torque, at SAE J1349 Gross	23 r/s (1 400 r/min) 5 300 Nm
Max speed	61,9 km/h (74,2 km/h opt)
Load capacity, SAE struck SAE 2:1 heap	50,3 m ³ 71,9 m ³
Load factor	1,53
Loading height	5 000 mm
Nominal load capacity	118 t
Maximum load capacity	131,8 t
Maximum weight, loaded machine	217,7 t

Euclid R150



Engine	Cummins KTTA 38-C
Rated output, at SAE J1349 Gross DIN 70020/6271	35 r/s (2 100 r/min) 1 007 kW (1 350 hp) 895 kW (1 200 hp)
Max torque, at SAE J1349 Gross	25 r/s (1 500 r/min) 5 264 Nm
Engine	Detroit Diesel 12V-149TIB
Rated output, at SAE J1349 Gross DIN 70020/6271	31 r/s (1 900 r/min) 1 007 kW (1 350 hp) 895 kW (1 200 hp)
Max torque, at SAE J1349 Gross	23 r/s (1 400 r/min) 5 300 Nm
Max speed	55,4 km/h
Load capacity, SAE struck SAE 2:1 heap	59,3 m ³ 84,1 m ³
Load factor	1,53
Loading height	5 050 mm
Nominal load capacity	136,0 t
Maximum load capacity	151,0 t
Maximum weight, loaded machine	249,5 t

Euclid R170



Engine	Cummins KTA 50-C
Rated output, at SAE J1349 Gross DIN 70020/6271	35 r/s (2 100 r/min) 1 193 kW (1 600 hp) 1 133 kW (1 540 hp)
Max torque, at SAE J1349 Gross	25 r/s (1 500 r/min) 5 966 Nm
Engine	Detroit Diesel 16V-149TIB
Rated output, at SAE J1349 Gross DIN 70020/6271	32 r/s (1 900 r/min) 1 193 kW (1 600 hp) 1 113 kW (1 492 hp)
Max torque, at SAE J1349 Gross	27 r/s (1 600 r/min) 6 514 Nm
Max speed	55,4 km/h
Load capacity, SAE struck SAE 2:1 heap	68,4 m ³ 97,0 m ³
Load factor	1,67
Loading height	5 210 mm
Nominal load capacity	154,2 t
Maximum load capacity	172,9 t
Maximum weight, loaded machine	279,0 t

Euclid R190



Engine	Cummins KTTA 50-C
Rated output, at SAE J1349 Gross DIN 70020/6271	34 r/s (2 000 r/min) 1 342 kW (1 800 hp) 1 230 kW (1 650 hp)
Max torque, at SAE J1349 Gross	25 r/s (1 500 r/min) 6 714 Nm
Engine	Detroit Diesel 16V-149TIB
Rated output, at SAE J1349 Gross DIN 70020/6271	32 r/s (1 900 r/min) 1 342 kW (1 800 hp) 1 230 kW (1 650 hp)
Max torque, at SAE J1349 Gross	23 r/s (1 400 r/min) 7 172 Nm
Max speed	52,6 km/h
Load capacity, SAE struck SAE 2:1 heap	77,7 m ³ 106,8 m ³
Load factor	1,60
Loading height	5 380 mm
Nominal load capacity	172,4 t
Maximum load capacity	191,3 t
Maximum weight, loaded machine	309,8 t

Euclid R220



Engine	Detroit Diesel 16V-149TIB
Rated output, at SAE J1349 Gross	32 r/s (1 900 r/min) 1 491 kW (2 000 hp)
Max torque, at SAE J1349 Gross	23 r/s (1 350 r/min) 8 045 Nm
Engine	Cummins K2000E
Rated output, at SAE J1349 Gross	32 r/s (1 900 r/min) 1 491 kW (2 000 hp)
Max torque, at SAE J1349 Gross	25 r/s (1 500 r/min) 7 865 Nm
Max speed	56,0 km/h
Load capacity, SAE struck SAE 2:1 heap	78,7 m ³ 108,3 m ³
Load factor	1,38
Loading height	5 830 mm
Nominal load capacity	190,5 t
Maximum load capacity	200,0 t
Maximum weight, loaded machine	324,3 t

Technology on Human Terms



Volvo Construction Equipment encompasses the combined strengths of the famous Volvo BM, Michigan, Euclid, Zettelmeyer and Åkerman names. All are optimized for productivity, availability, safety and operator comfort, with tangible benefits on the bottom line.

Volvo Construction Equipment is a major international company in the business of designing, manufacturing and marketing earthmoving and construction equipment carrying the brand names Volvo BM, Michigan, Euclid, Zettelmeyer and Åkerman.

Volvo Construction Equipment is the world's leading producer of

articulated haulers and one of the leading producers of wheel loaders, excavators and rigid haulers.

Our innovations, such as the articulated hauler concept, Automatic Power Shift, hydraulic attachment bracket, TP-linkage etc. have been instrumental in establishing industry product standards.

Under our policy of continuous product improvement, we reserve the right to change specifications or design without prior notice. Illustrations do not necessarily show standard versions of the machines.

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