







From engineering concept to proven performance, the R60 is a new hauler that meets every demanding challenge.

Advanced engineering shows throughout the R60. An innovative new suspension system combined with a unitized frame, power dynamics, metallurgy, electronics and engineering applications have made the R60 a high-performance hauler.

The R60 has a new lower, wider and sleeker appearance. It handles and corners better, loads and unloads faster, cycles quicker, is easier to service and offers greater operator comfort and safety. Welcome to the next generation of Euclid rigid haulers.

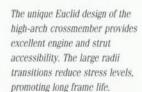


#### Robotically Welded Frame and Body for Greater Strength.

The frame is one of the most important components. It supports the body and its load, and transfers this load through the suspension to the wheels and axles. It must withstand the impact of loading, and the inertial effects of the load, body and other attached masses while the hauler is in motion.

To do its job right, a frame must be strong and durable yet lightweight, and facilitate the servicing of all components attached.

Euclid designs the most durable frames in the industry, and the R60's robotically welded frame is no exception. Frame rails are tapered





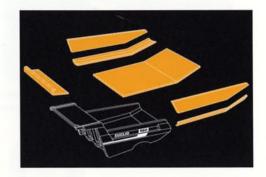


from rear to front to distribute the load evenly over the chassis. Welds are oriented longitudinally to the principal flow of stress for strength and long life. The large radii transitions joining the frame rails and crossmembers further reduce stress levels and minimize stress concentrations.

The R60 features a robotically welded, flat floor, sloped tail-chute body that is continuously exhaust-heated. The new body has a lower loading height and is wider, providing a larger target area. The result: easier loading and a full 63 ton (57 tonne) payload capacity.

The horizontal stiffener design of the body minimizes stress concentrations in any one area. Load shocks are dissipated over the entire body length. The closely spaced floor stiffeners provide additional protection.

The Euclid body is manufactured from high tensile strength 400 BHN alloy steel for durability and long life.



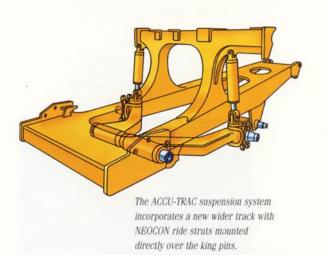


#### HANDLING & CONTROL

## The ACCU-TRAC Suspension System Optimizes Ride And Maneuverability.

The ACCU-TRAC suspension features the proven trailing arm design, with NEOCON ride struts front and rear. Mounting the struts directly over the king pins allowed the width of the front track to be increased by an incredible 14 inches (356 mm), dramatically improving handling, cornering, ride and maneuverability.

Widening the track allowed the body to be lowered as well, thus lowering the center of gravity. The advantage for operators is a hauler

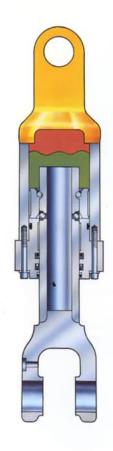




with improved stability and reduced turning circle. This means the R60 can be run at higher speeds with less fatigue to the operator. In addition, the reduced turning circle allows better maneuverability in tight quarters.

The rear axle "A" frame, with rear struts mounted vertically, reduces stress on the suspension elements and minimizes acceleration and braking forces.

The ACCU-TRAC suspension system reduces impact loading on structural members, which in turn delivers a more consistent dynamic response of the machine to fluctuating load energy.



The unique Euclid NEOCON struts both front and rear combine the energy absorption characteristics of two different compressible media: NEOCON X liquid and helium gas. They provide nearly twice the energy absorption as Nitrogen over Oil struts. The result is more comfort for the operator, maximum protection for the hauler frame, and excellent stability and control.





The R60 features the rugged, dependable twin turbo, aftercooled KTTA19-C or the optional single turbo, aftercooled VTA28-C Cummins engine, both rated at 700 horsepower.



### POWER

#### 700 Horsepower For High-Performance, Trim Boost Soft Shift For Operator Comfort.

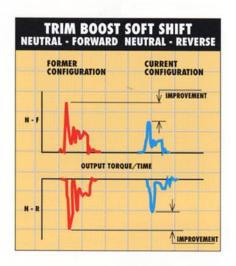
To meet the demanding standards set for the R60, Euclid engineers provided this hauler with the power required to achieve superior performance. There are two engines available for the R60: The KTTA19-C and the optional VTA28-C, both manufactured by Cummins. They are rated at 700 hp (522 kW) at 2,100 rpm. The flywheel horsepower is 668 hp (498 kW) and 664 hp (495 kW), respectively. Maximum torque is 2,020 lb/ft. (2,739 Nm) for both at 1,400 rpm and 1,300 rpm, respectively.



The new transmission is a remote-mounted, fully automatic CLT6063 with six forward speeds. It is equipped with the proven ALLISON TRANSMISSION ELECTRONIC CONTROL system and built-in diagnostics.

Also included is a new 2-speed reverse that allows the operator to shift into high or low to improve speed and maneuverability in the loading and dumping areas. In addition, it features automatic lockup-to-lockup shifting in all ranges for improved fuel consumption.

We've also added a special feature called TRIM BOOST SOFT SHIFT that dramatically enhances shift quality.



The Trim Boost Soft Shift Valve modulates the applied pressure of the clutches when shifting, which reduces shift shock and improves operator comfort.



### COMFORT&



# An Ergonomically Designed Command Cab III For Driving Comfort And Safety. Easy-Access Service Center For Convenient, Quick And Easy Daily Maintenance.

The spacious interior of the ergonomically improved COMMAND CAB III enhances driver performance. It comes equipped with an integral ROPS (Rollover Protective Structure). A 3-point rubber isomounting to the deck surface minimizes vibration of the operator compartment.

High-strength doublewall steel panels, foam rubber lining, foam rubber-backed carpeting and a multi-layered floor mat serve to absorb internal sound to a remarkable 79 dba, as well as help control interior temperature.



A wrap-around style dashboard positions controls within easy reach of the operator and allows good visual contact with all instrumentation.

It is equipped with a tilt/telescoping steering wheel and six way adjustable operator seat. The expansive shatterproof tinted glass provides the operator with a sweeping view of everything around him.

The CONTRONIC Monitoring and Warning System continuously monitors all systems on board and warns the operator should any malfunctions occur. An optional readout allows the operator to randomly check any system with the touch of a button and is easily programmable to read out in any one of 5 different languages. It has memory storage capability and even tells the operator when to take the unit in for routine servicing.



The swing-out front grille provides easy access to the radiator, lights, air conditioner condenser and brake accumulators.



The service center has conveniently located sight gauges, breathers, surge tank, batteries and windshield washer tank all located in one compact area for easy access.



#### COMFORT& SERVICEABILITY



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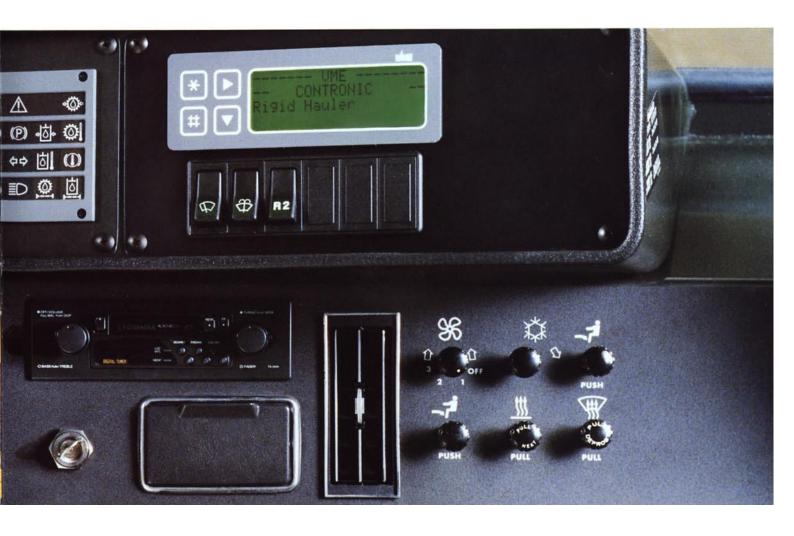
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In a business environment where productivity and profitability are extremely important, the R60 rigid hauler is an investment that will affect your bottom line and pay for itself through reduced maintenance, improved load cycles and better serviceability.

New COMMAND CAB III with Integral ROPS/FOPS New CONTRONIC Monitoring & Warning System New Service Center Closed Center Hydrostatic Steering New Wider Track High-Impact Polypropylene Fuel Tank

700 HP Cummins Engine

New Swing-Out Grille

TRIM BOOST SOFT SHIFT

Allison Transmission Electronic Control

CLT 6063 Transmission, 6 Speeds Forward

Two Speeds Reverse



New ACCU-TRAC Suspension

Optional Heavy-Duty Brakes

All Hydraulic Actuated Proportional Brakes

New Design Rear Axle & Mounting

NEOCON Struts

