WIN-WIN PARTNERSHIP BETWEEN DOOSAN INFRACORE AND MOXY TRUCKS

Built by Moxy’s technology and presented by Doosan Infracore. Growing, enhancing technology, increasing the product offering and providing a bigger opportunity for customers.

THE NEXT GENERATION OF ARTICULATED DUMP TRUCKS OFFERS RELIABLE MACHINERY FOR CHALLENGING CONDITIONS

Doosan Moxy strives to be a pioneer in the field of product development and performance.

With the new generation of Doosan Moxy articulated dump trucks, the product features have been refined and innovated to meet the tough demands of the future. Our philosophy is to stay one step ahead of the competition and always deliver a full-range of articulated dump trucks to the market.
Our goal has been to develop a new line of advanced reliable and cost effective articulated dump trucks, loaded with significant competitive advantages.

With the new, modern product design and sophisticated technical features, DOOSAN MOXY is proud to introduce the unique DOOSAN MOXY concept with the following benefits:

- **Power**
- **Traction**
- **Productivity**
- **Reliability**
- **Stability**
- **Comfort**
DOOSAN MOXY uses proven, reliable and powerful diesel engines with excellent torque which achieves low fuel consumption and fulfills Tier 3 European regulation guidelines.

DOOSAN MOXY utilizes reliable transmissions that feature smooth gear shifting abilities. These features result in the maximum net power transmission to the wheels, resulting in maximum fuel efficiency.
Engine

**MT 26**
- Scania DC9
- Power rating: (1 kW = hp/1.36)
  - (ISO 3046) 310 (228 kW)
  - (ISO 9249) 299 (220 kW)
- No. of cylinders: 5 (in line)
- Cylinder volume: 9.0 liters
- Air filter: Dry type

**MT 31**
- Scania DC9
- Power rating: (1 kW = hp/1.36)
  - (ISO 3046) 347 (255 kW)
  - (ISO 9249) 336 (247 kW)
- No. of cylinders: 5 (in line)
- Cylinder volume: 9.0 liters
- Air filter: Dry type

**MT 36**
- Scania DC12
- Power rating: (1 kW = hp/1.36)
  - (ISO 3046) 347 (294 kW)
  - (ISO 9249) 336 (285 kW)
- No. of cylinders: 6 (in line)
- Cylinder volume: 11.7 liters
- Air filter: Dry type

**MT 41**
- Scania DC12
- Power rating: (1 kW = hp/1.36)
  - (ISO 3046) 450 (331 kW)
  - (ISO 9249) 438 (322 kW)
- No. of cylinders: 6 (in line)
- Cylinder volume: 11.7 liters
- Air filter: Dry type

**MT 51**
- Cummins QSX15
- Power rating: (1 kW = hp/1.36)
  - (ISO 3046) 510 (375 kW)
  - (ISO 9249) 508 (374 kW)
- No. of cylinders: 6 (in line)
- Cylinder volume: 15 liters
- Air filter: Dry type

Productivity

The DOOSAN MOXY concept offers a larger load capacity in all weight class categories. Additional load capacity, combined with superior power and traction allow for improved productivity. The unique advantages of DOOSAN MOXY’S permanent six-wheel drive, free-swinging rear tandem articulation hinge system, independent front wheel suspension system and sloping rear frame provide excellent driving stability with equal weight distribution and wheel power. The DOOSAN MOXY articulated dump truck is designed to work under rough conditions and can also travel at speeds up to 50 km/h.
Stability

DOOSAN MOXY’S free-swinging rear tandem bogie and the special articulation system offer excellent performance and the best possible ground contact in soft and difficult terrain.

The sloping rear frame, in combination with the track width, ensures a lower center of gravity and class-leading sideways stability, which removes the need for wide, low profile tires. One of the main highlights of the DOOSAN MOXY concept is the location of the turning ring in relation to the swing point which always ensures equal weight distribution to the front wheels.

Equal distribution to the front wheels makes it possible to use the diff locks while maintaining maneuverability. DOOSAN MOXY’S unique independent front wheel suspension allows for maximum ground contact and shock absorption.
The unique DOOSAN MOXY concept offers permanent six-wheel drive which ensures stability and equal distribution to accommodate all job applications.

DOOSAN MOXY’S superior driveline ensures maximum traction performance and durability.
DOOSAN MOXY has one of the most reliable dump trucks in the industry because of its strong and reliable system solutions. The automatic central lubrication system is standard on all DOOSAN MOXY models. With over thirty years dedicated to product development, the new generation of DOOSAN MOXY trucks provides innovative drive train and fatigue-proof structure.
Comfort

The cabin is equipped with air-conditioning and an operator seat with air suspension to provide excellent operator comfort. Precise steering, good visibility and low noise levels provide a comfortable cabin environment. The “tip-tronic” gearshift feature enables the operator to run the truck in both automatic and manual gears to ensure the smoothest possible gear-shifts and momentum while operating the truck. The sloping hood provides an excellent view from the operator’s position combined with good rear visibility. DOOSAN MOXY cares about the environment and aims to set the best possible standards in the manufacturing of our products.

DOOSAN MOXY utilizes industry leading engines that achieve low fuel consumption and fulfill the latest Tier 3 European regulations in addition to all noise regulations. DOOSAN MOXY provides exceptional operator comfort with low cabin vibration levels. Minimal fuel consumption is achieved while lockup clutch is engaged in mechanical mode.
Moxy UK

ROPS / FOPS safety cabin
Cabin top hat
Cabin heater and defroster
Air conditioner (refrigerant R134a)
Adjustable air-suspended operator seat
Armrest operator seat
Headrest operator seat
Safety belt on operator seat
Tilt and height adjustable steering column
Overhead protector
Hinged safety glass
Accessible emergency steering wheel
Protection under engine and transmission
Protection in front of body (Spillguard)
Towing hook-front/rear

COLD KIT
Electrical heater fan
Webasto heater system

VIKING KIT
Body heating
Driver seat heated
Electrical engine heater
Heated mirror

SAFETY KIT
Fire extinguisher
First aid box
Warning triangle

ROAD KIT
Sign light
Rotating beacon
Rear light at body

LIGHT KIT
Extra low beam at mirror arm
Work light at mirror arm
Extra backing light rear

WINDOW KIT
Sliding window front right hand side
Sliding window rear right hand side

STANDARD
MT26
MT31
MT36
MT41
MT51

OPTION KIT

LINE UP

Equipment available in standard (green)
Equipment available as option (blue)
Moxy UK

- ROPS / FOPS safety cabin
- Cabin top hat
- Cabin heater and defroster
- Air conditioner (refrigerant R134a)
- Adjustable air - suspended operator seat
- Armrest operator seat
- Headrest operator seat
- Safety belt on operator seat
- Tilt and height adjustable steering column
- Extra high backrest
- Ventilation and heating/cooling unit
- Exterior lighting
- Indicator lights
- Design lights
- Instrument lighting
- Working light / Extra high beam
- Front light protection
- Instructor seat with safety belt
- Radio / CD player
- Cab tilting system
- Wet disc brake
- Battery main switch
- Wheel Techking 23.5x25**ETLT
- Wheel Techking 26.5x25**ET6A

COLD KIT
- Electrical heater fan
- Webasto heater system

VIKING KIT
- Body heating
- Driver seat heated
- Electrical engine heater
- Heated mirror

SAFETY KIT
- Fire extinguisher
- First aid box
- Warning triangle
- Tool kit

ROAD KIT
- Sign light
- Rotating beacon
- Rear light at body
- Speed limit 30km/h

LIGHT KIT
- Extra low beam at mirror arm
- Work light rear at mirror arm
- Extra backing light rear

WINDOW KIT
- Sliding window front right hand side
- Sliding window rear right hand side

Body lining set standard
- Body lining set whole body
- Driver’s seat, Grammer
- External oil filling for transmission
- Lincoln central lubrication
- keg Greenlub EP2 grease (18kg)
- Fuel tank with fast fill system
- Oil and grease artic
- Part catalog, paper
- Top tailgate MT26/31/36/41
- Rear view system
- Body heating kit
- Body heating kit

Independent options
**Unique Concept of DOOSAN MOXY ADT**

**Best Structure for All - Condition Terrain**

DOOSAN MOXY articulated dump trucks have permanent 6-wheel drive for equal power distribution while the free-swinging rear tandem bogie and the special articulation system offer excellent driving performance. The articulation hinge is positioned behind the turning ring to ensure equal weight distribution. The sloping body design further enhances Doosan Moxy stability and ensures fast and easy tipping for increased productivity in even the most demanding conditions.

Many DOOSAN MOXY machines have worked more than 25,000 hours without any major overhaul of the engine. Fully automatic transmission control unit and smooth gear-shifting abilities enable the operator to concentrate on working conditions with maximum comfort.

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**Top 10 Advantages of DOOSAN MOXY Articulated Dump Trucks**

- Low operating cost
- Excellent performance in difficult terrain
- Independent front suspension ensures maximum ground contact and stability
- Articulation hinge system ensures equal weight distribution to the front axle in all situations
- Improved driver comfort and easy operation
- Easy and safe access to cabine for the driver
- Permanent 6-wheel drive, a significant advantage in rugged terrain
- Improved 6-wheel drive and comfort
- Tier 3 of USA/California regulations (ISO 8178) for emissions
- Sloping rear frame ensures low center of gravity, good stability and excellent weight distribution to the front axle
- Easy maintenance
- Free-swinging rear tandem bogie ensures the best possible ground contact
The DOOSAN MOXY Concept

ULTIMATE EFFICIENCY
Lower power curve when empty plus reduced weight achieved through state of the art design and lightweight, high grade, wear resistant steel.

ULTIMATE TRACTION & STABILITY
Sloping Frame, well positioned turning ring and excellent weight distribution remove the need for wide, low profile tires, significantly reducing running costs.

ULTIMATE POWER/WEIGHT RATIO
Class-leading power to weight ratio of 6.48 hp per ton

ULTIMATE COMFORT
Fully independent rubber suspension on MT26-41 and nitrogen on MT51.

ULTIMATE SERVICE ACCESS
Remote mounted service points mean general servicing can be completed at ground level. Excellent access is offered by the rear tilting cabin. Hood design capable of opening to 83° for the improved access. Rear tilting cabin on MT26-41 and side tilting cab on MT51.

ULTIMATE SAFETY
Superior visibility with sloping bonnet.

| Engine | Configuration | Gross Power | Net Power | Gross Torque | Load Index | Capacity | Body Volume | Density Index | Gross Weight | Net Weight | Payload | Power to Weight | Engine | Transmission | Speeds | Travel Speed | Brakes | Front | Rear | Retarder | Body | Dimensions | Tot Length | Width | Load over Height | Turning Radius | Body | Hardox 400 | Hardox 400 | Hardox 400 | Hardox 400 |
|--------|---------------|-------------|-----------|--------------|-------------|----------|-------------|--------------|--------------|-------------|---------|----------|----------------|--------|--------------|--------|--------------|--------|--------|-------|----------|-------|------------|------------|-------|---------------|---------------|-------|-----------|-----------|-----------|-----------|
| MT26   | Scania DC9    | 5 in Line / 9.0 liter | 228 kw @2200 Rpm | 220 kw @2200 Rpm | 1345 Nm @1500 Rpm | 25.33 kw/liter | SAE 2:1 | 15 m³ | 1.64 t/m³ | 45500 kg | 23500 kg | 5.03 kw/t | 10.98 kw/t | ZF 6WG260 RPC | 6F - 3R | 51.0/33.0 km/h | Wet Multiple Disc | Hardox 400 | 9488 mm | 2750 mm | 2864 mm | 7.91 m |
| MT31   | Scania DC9    | 5 in Line / 9.0 liter | 228 kw @2200 Rpm | 220 kw @2200 Rpm | 1345 Nm @1500 Rpm | 25.33 kw/liter | SAE 2:1 | 18 m³ | 1.62 t/m³ | 5925 kg | 28000 kg | 4.95 kw/t | 11.60 kw/t | ZF 6WG260 RPC | Countershaft | 6F - 3R | 51.0/33.0 km/h | Wet Multiple Disc | Hardox 400 | 9488 mm | 2900 mm | 2946 mm | 8.03 m |
| MT36   | Scania DC12   | 6 in Line /11.7 liter | 294 kw @2200 Rpm | 294 kw @2200 Rpm | 1455 Nm @1500 Rpm | 28.33 kw/liter | SAE 2:1 | 21 m³ | 1.64 t/m³ | 59400 kg | 32700 kg | 4.63 kw/t | 9.90 kw/t | ZF 6WG310 RPC | Countershaft | 6F - 3R | 51.0/31.0 km/h | Wet Multiple Disc | Hardox 400 | 10445 mm | 3275 mm | 3040 mm | 8.75 m |
| MT41   | Scania DC12   | 6 in Line /11.7 liter | 312 kw @2200 Rpm | 312 kw @2200 Rpm | 1854 Nm @1200 Rpm | 28.29 kw/liter | SAE 2:1 | 24 m³ | 1.64 t/m³ | 66450 kg | 38000 kg | 4.76 kw/t | 10.82 kw/t | ZF 6WG310 RPC | Countershaft | 6F - 3R | 53.0/34.0 km/h | Wet Multiple Disc | Hardox 400 | 10606 mm | 3475 mm | 3875 mm | 8.85 m |
| MT51   | Cummins QSX15 | 6 in Line / 15 liter | 375 kw @1600 Rpm | 375 kw @1600 Rpm | 2244 NM @1200 Rpm | 25.0 kw/liter | SAE 2:1 | 29 m³ | 1.61 t/m³ | 77570 kg | 46720 kg | 4.70 kw/t | 11.66 kw/t | Allison 4600R ORS | Planetary | 6F - 1R/2 speed drop box | Wet Multiple Disc | Hardox 400 | 10606 mm | 3475 mm | 3875 mm | 8.85 m |
Forward mounted turning ring

One of the main points in the Doosan Moxy concept is the location of the turning ring in relation to the swing point. The turning ring is located in front of the swing point which always ensures equal weight distribution to the front wheels in all situations, also during maximum turning. Equal weight distribution to the front wheels makes it possible to use the differential with only 45% locking value.

This provides drive to both wheels in all situations without completely locking up the wheels. Our competitors have located the turning ring behind the swing point giving different weight distribution to the front wheels. Due to differentials on the front wheels, our competitors use 100% differential lock causing steering difficulties. A differential lock of 100% creates more force on the driveline in all turns resulting in a higher amount of wear on the tires.

Weight Distribution Articulation System

Moxy's unique independent front suspension allows for free movement on one side movement contact and shock absorption. Our competitors use rigid axles which cause movement on the opposite side of the axle which results in driver discomfort.

Unique Frame Sloping for Weight Distribution

Moxy’s philosophy on frame design is generally the same as manufacturers of rigid dump trucks. The frame is inclined (sloped) downward from the hinge points to obtain equal weight distribution on all axles while fully loaded. As a result, lower center of gravity is obtained giving better stability.

Front Wheel Suspension

Moxy’s unique independent front suspension allows for free movement on one side movement contact and shock absorption. Our competitors use rigid axles which cause movement on the opposite side of the axle which results in driver discomfort.

Excellent Service Accessibility

- The hood has a wide opening to provide accessibility to the engine for easy maintenance
- The tilting cabin allows the same clear access to the transmission and hydraulic components
- All electrical and AC connections are at the rear of the cabin. This allows tilting of the cabin without disconnecting.
Best Ground Contact in All Condition Terrain

Excellent Tire Wear Prevention
DOOSAN MOXY driveline only requires 1 diff lock/ limited slip diff mounted on the rear tandem Rear axle LSD diff lock on 36/41 and Multi Disc diff lock on 26/31.
- Competitors drive line requires 2 units on the rear axles
- Competitors’ rear differentials get a lot of wear because of the nature of the operation between the middle axle and rear axle because a inter axle drive unit between the 2 rear axle differentials = 100% lock

Wet Disk Brake in Whole Line Up
- More efficient braking under load, which means less brake fade because of the oil cooling plus more brake force
- Less servicing intervals, brake discs last longer – In very adverse conditions like deep mud and water, the dry disc brakes cause the brake pads and discs to have a very short service life - Wet brakes are not affected by these conditions because they are fully encased in Oil
- Reduced maintenance cost
- NAF system in MT26/31 III has a big advantage. It does not require forced cooling like most competitors.
- There is no danger of sparks

Operator comfort
- Cabin is equipped with air-conditioning and an operator seat with air-suspension
- Sloping hood provides an excellent view from the operator’s position combined with good rear visibility
- Rubber suspension mounted for CABIN lead to low vibration levels
- “Tip-tronic” gearshift feature enables the operator to run the truck in both automatic and manual gear to ensure the smoothest possible gear-shift
Dimensions & Technical specifications

**MT26**

- Turning radius according to ISO 7457: 7.56 m
- MT26 width with 750/65 R25 tyres: 2955 mm

**MT31**

- Turning radius according to ISO 7457: 7.68 m
- MT31 width with 750/65 R25 tyres: 3195 mm

**MT36**

- Turning radius according to ISO 7457: 8.37 m
- MT36 width with 750/65 R25 tyres: 3595 mm
MT41

Suspension
- Front: Independent with long life rubber springs and hydraulic shock absorbers
- Rear: Free-swinging tandem housing

Articulation hinge and steering
- Articulation hinge with forward mounted turning ring
- Steering cylinders (two): Double-acting
- The steering is approved according to ISO 5010
- Max. steering angle: 45°
- Ground driven emergency steering pump

Drive line
- Full-time 6 x 6 drive with two transverse differentials and one longitudinal
- Front axle transverse differential: Limited-slip diff lock with 45% locking ratio
- Rear axle transverse differential: Multi-disc diff lock with 45% locking ratio
- Inter-axle longitudinal differential: Torque-proportioning differential, integrated into
  Torque distribution:
  - 1/3 to the front axle
  - 2/3 to the rear axle
  - 100% lockable
  - Tandem housing: Gear driven, free-swinging.
  Provides equal drive to rear wheels and ensures the best possible ground contact - whatever the ground conditions

Brake system
- Dual circuit braking system acting on all six wheels
- Approved according to ISO 3450
- All hydraulic operated brakes with enclosed oil-cooled wet multiple discs all round
- Spring actuated hydraulic released parking brake, mounted on propeller shaft
- Max. gradient, parking brake: 20°
- Automatic engine brake as standard
- Automatic transmission retarder as standard

Cab
- Approved to ROPS/FOPS standards (ISO 3471, ISO 3449)
- Low interior sound level 74 dB(A) (ISO 6394)
- The cab is centrally located on rubber mountings
- Hand and arm vibrations are less than 2.5 m/s according to ISO 5349-2
- Whole body vibration is less than 0.5 m/s according to ISO 2631-1
- Superior visibility - for safer operation
- Superior operating controls location
- Adjustable suspended operator seat
- Adjustable steering column
- Heater and Air Conditioning
- Tilt for service access

MT51

Performance Diagram

MT26 - MT31 - MT36 - MT41 - MT51

Turning radius according to ISO 7457: 8.42 m
### Dimensions & Technical specifications

#### Body
- **Material**: Standard 23.5 x 25 tires with 15% sinkage
- **Tilt cylinders**
- **Tipping time**: 11 sec. / Down: 10 sec.
- **Body**: Hardened abrasion-resistant steel plates
- **Sloping body**: Single stage, double-acting
- **Level capacity**: 12 m^3
- **Heaped capacity (Acc. SAE J 1363, 2:1)**: 18 m^3
- **Heaped capacity (Acc. SAE J 1363, 1:1)**: 18 m^3

#### Weights
- **Empty**: 10950 kg
  - Front axle: 107 kg
  - Rear axle: 45 kg
- **Loaded**: 22000 kg
  - Front axle: 2300 kg
  - Rear axle: 138 kg
  - Total weight (loaded): 4566 kg
- **Pay load**: 12000 kg

#### Ground Pressures
- **Empty**: 107 kPa
  - Front axle: 138 l
  - Rear axle: 45 l
- **Loaded**: 152 kPa
  - Front axle: 2 x 11 l
  - Rear axle: 2 x 48 l
  - Total weight (loaded): 4 x 7 l

#### Capacities
- **Fuel Tank**: 320 l
- **Hydraulic System**: Two variable displacement piston pumps:
  - Forward: 230 l/min @ 2200 rpm for steering & tipping
  - Reverse: 326 l/min @ 2000 rpm
- **Engine Cooling System**: One return flow filter & high pressure filter
- **Transmission**: ZF 6 WG 260 Dash 4 electronically-controlled automatic transmission the torque converter has automatic lock-up in all gears
- **Engine**: Scania DC 9, water-cooled, unit injected diesel engine with turbo charger and air to air intercooler
- **Transmission**: ZF 6 WG 310 Dash 4 electronically-controlled automatic transmission the torque converter has automatic lock-up in all gears

#### Hydraulic System
- **Pumps**: Two variable displacement piston pumps:
  - For steering & tipping
  - Forward: 230 l/min @ 2200 rpm for cooling fan, brakes & auxiliaries
  - Reverse: 326 l/min @ 2000 rpm
- **Pressure-setting, main safety valves**: One return flow filter & high pressure filter
  - Forward: 280 bar
  - Reverse: 210 bar

#### Electrical System
- **Alternator**: 28V 100A
- **Batteries (two)**: 12V 140Ah (series connected to give 24V)
- **Starter**: 5.4 HP (4.0 kW)

#### Tires
- **Standard**: 23.5 R25 two star radial
- **MT26**:
  - Heaped capacity: (Acc. SAE J 1363, 2:1) 18 m^3
  - Heaped capacity: (Acc. SAE J 1363, 1:1) 18 m^3
- **MT31**: Hardened abrasion-resistant steel plates
  - Single stage, double-acting
### MT36

- Hardened abrasion-resistant steel plates
- Single stage, double-acting
  - Designed for exhaust heating
  - Down from the hinge point
    - 16 m³
    - 21 m³
    - 26 m³

- Standard 26.5 x 25 tires with 15% sinkage
  - 108 kPa
  - 62 kPa
  - 160 kPa
  - 170 kPa

- NOTE: All weights include a full fuel tank and operator

### MT41

- Hardened abrasion-resistant steel plates
- Single stage, double-acting
  - Designed for exhaust heating
  - Down from the hinge point
    - 18.5 m³
    - 24 m³
    - 29 m³

- Standard 29.5 x 25 tires with 15% sinkage
  - 88 kPa
  - 48 kPa
  - 130 kPa
  - 152 kPa

- NOTE: All weights include a full fuel tank and operator

### MT51

- Hardened abrasion-resistant steel plates
- Single stage, double-acting
  - Designed for exhaust heating
  - Down from the hinge point
    - 23 m³
    - 29 m³
    - 35 m³

- Standard 29.5 x 25 tires with 15% sinkage
  - 102 kPa
  - 48 kPa
  - 142 kPa
  - 176 kPa

- NOTE: All weights include a full fuel tank and operator

### Scania DC 12

- Water-cooled, unit injected diesel engine with turbo charger and air to air intercooler
  - 400 hp (294 kW)
  - 388 hp (285 kW)
  - 275 liters
  - Dry type

- 2 variable displacement piston pumps:
  - 320 l/min @ 2200 rpm for steering & tipping
  - 60 l/min @ 2200 rpm for cooling fan, brakes & auxiliaries
  - One return flow filter & high pressure filter
  - 280 bar
  - 210 bar

- 28V 100A
  - 12V 225Ah (series connected to give 24V)
  - 9 HP (6.7 kW)

- 26.5 R25 two star radial

### Cummins QSX15

- Water-cooled diesel engine with multi-positioned waste gated turbo charger and air to air intercooler
  - 510 hp (375 kW)
  - 508 hp (374 kW)
  - 45 liters
  - Dry type

- 2 variable displacement piston pumps:
  - 350 l/min @ 2200 rpm for steering & tipping, waste gated turbo charger & air intercooler
  - 2200 rpm for cooling fan, brakes & auxiliaries
  - One return flow filter & high pressure filter
  - 280 bar
  - 210 bar

- 24V 70A
  - 12V 225Ah (series connected to give 24V)
  - 12 HP (9.0 kW)

- 26.5 R25 two star radial

### Transmissions

- Allison 4600 ORS automatic transmission with lock up in all gears Remote propshaft driven two speed dropbox
- Allison 4600 ORS automatic transmission with lock up in all gears Remote propshaft driven two speed dropbox

### Transmission

- ZF 6 WG 310 Dash 4 electronically-controlled automatic transmission the torque converter has automatic lock-up in all gears
  - 2 x 48 l
  - 4 x 7 l
  - 33 l
  - 45 l
  - 16 l
  - 57 l

- 2 variable displacement piston pumps:
  - 320 l/min @ 2200 rpm for steering & tipping
  - 60 l/min @ 2200 rpm for cooling fan, brakes & auxiliaries
  - One return flow filter & high pressure filter
  - 280 bar
  - 210 bar

- 28V 100A
  - 12V 225Ah (series connected to give 24V)
  - 9.1 HP (6.7 kW)

- 29.5 R25 two star radial