

# ARTICULATED TRUCKS

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### Features:

- **Cat® engines with ACERT™ Technology** meet U.S. EPA Tier 4 Final/EU Stage IV/Japan 2014 (Tier 4 Final), or Tier 2/Stage II/Japan 2001 (Tier 2) equivalent emission standards. The four core elements of meeting these standards are:
  - I) Common Rail;
  - II) Electronics, ADEM™ A4;
  - III) Fuel delivery, Mechanical-activated Electronic Unit Injection (MEUI™ A-C);
  - IV) Air Management, Wastegate Turbocharging, Air to Air Aftercooling (ATAAC) with the proven technology of a crossflow cylinder head.
- **Cat electronically controlled transmissions** ... Transmissions purpose built and designed for articulated trucks and their applications. Advanced Productivity Electronic Control Strategy (APECS) delivering smooth shifting transmissions with improved acceleration and high productivity. Providing complete integration with the engines for efficient power delivery as well as offering advanced diagnostic and troubleshooting capabilities.

- **Articulating and fully oscillating hitch** ... Links front and rear frames for exceptional maneuverability and traction on uneven terrain while eliminating damaging twisting of the frames. Bolted hitch design allows optimum material choices for the cast hitch head and the hard-wearing tube. Bolted design allows easier rebuild and repair.
- **Three-point front suspension** ... Three-point front suspension with long-stroke, low-pressure suspension cylinders provide unparalleled ride quality for operator comfort and higher average haul speeds. Front and rear suspension together with the hitch provide for excellent traction in all conditions.
- **Wide, long and low dump body design** ... For excellent loadability and high fill factors, excellent machine stability and load retention as well as a good match for other Cat loading systems. Diverging flow design also gives excellent material ejection.
- **Standard ROPS/FOPS, low sound level cab** ... Two man cab common across the range. Large cab with excellent visibility, ergonomic control layout and plentiful storage.
- **High capacity low pressure tires in single formation** ... For superior traction and flotation in poor underfoot conditions.
- **Bare Chassis offerings** ... For certain applications the Caterpillar OEM Solutions Group offers non-dumper/ Bare Chassis arrangements.  
  
Bare Chassis arrangements applications could include: water, service (fuel and lube), high capacity body (waste, coal, etc.), open body (log, pipe, etc.), container carrier, hook lift, tow, cable reel, etc. Please refer to specific OEM for additional information.

**C Series  
Articulated Trucks**

**Specifications**

● Tier 4 Final/Stage IV/Japan 2014 (Tier 4 Final)

<b>MODEL</b>	<b>725C2</b>		<b>730C2</b>		<b>730C2 EJ</b>	
Gross Power — SAE J1995	239 kW	<b>320 hp</b>	280 kW	<b>375 hp</b>	280 kW	<b>375 hp</b>
Net Power — SAE J1349	234 kW	<b>314 hp</b>	274 kW	<b>367 hp</b>	274 kW	<b>367 hp</b>
Net Power — ISO 14396	236 kW	<b>316 hp</b>	276 kW	<b>370 hp</b>	276 kW	<b>370 hp</b>
Operating Weight (Empty)*	23 040 kg	<b>50,795 lb</b>	23 725 kg	<b>52,305 lb</b>	26 395 kg	<b>57,277 lb</b>
Top Speed (Loaded)	55 km/h	<b>34 mph</b>	55 km/h	<b>34 mph</b>	55 km/h	<b>34 mph</b>
Gross Machine Weight	47 040 kg	<b>103,707 lb</b>	51 725 kg	<b>114,034 lb</b>	54 515 kg	<b>119,270 lb</b>
Distribution Empty:						
Front		<b>63%</b>		<b>62%</b>		<b>59%</b>
Center		<b>19%</b>		<b>19%</b>		<b>21%</b>
Rear		<b>18%</b>		<b>19%</b>		<b>20%</b>
Distribution Loaded:						
Front		<b>36%</b>		<b>34%</b>		<b>30%</b>
Center		<b>32%</b>		<b>33%</b>		<b>35%</b>
Rear		<b>32%</b>		<b>33%</b>		<b>35%</b>
Max. Capacity**	24.0 t	<b>26.5 T</b>	28 t	<b>31 T</b>	28 t	<b>31 T</b>
Struck (SAE)	11 m <sup>3</sup>	<b>14.4 yd<sup>3</sup></b>	13.3 m <sup>3</sup>	<b>17.4 yd<sup>3</sup></b>	13.5 m <sup>3</sup>	<b>17.7 yd<sup>3</sup></b>
Heaped (2:1) (SAE)	15 m <sup>3</sup>	<b>19.6 yd<sup>3</sup></b>	17.5 m <sup>3</sup>	<b>23 yd<sup>3</sup></b>	16.9 m <sup>3</sup>	<b>22.1 yd<sup>3</sup></b>
Tailgate Heaped SAE 2:1	15.6 m <sup>3</sup>	<b>20.4 yd<sup>3</sup></b>	18.8 m <sup>3</sup>	<b>24.6 yd<sup>3</sup></b>	—	
Tailgate Struck	11.1 m <sup>3</sup>	<b>14.5 yd<sup>3</sup></b>	13.9 m <sup>3</sup>	<b>18.2 yd<sup>3</sup></b>	—	
Engine Model	<b>C9.3 ACERT</b>		<b>C13 ACERT</b>		<b>C13 ACERT</b>	
No. Cylinders	<b>6</b>		<b>6</b>		<b>6</b>	
Bore	115 mm	<b>4.53"</b>	130 mm	<b>5.12"</b>	130 mm	<b>5.12"</b>
Stroke	149 mm	<b>5.87"</b>	157 mm	<b>6.18"</b>	157 mm	<b>6.18"</b>
Displacement	9.3 L	<b>567 in<sup>3</sup></b>	12.5 L	<b>763 in<sup>3</sup></b>	12.5 L	<b>763 in<sup>3</sup></b>
Tires	<b>23.5R25</b>		<b>23.5R25</b>		<b>750/65/R26</b>	
Clearance Radius	8075 mm	<b>317.9"</b>	8075 mm	<b>317.9"</b>	8075 mm	<b>317.9"</b>
Fuel Tank Refill Capacity	412 L	<b>108.8 U.S. gal</b>	412 L	<b>108.8 U.S. gal</b>	412 L	<b>108.8 U.S. gal</b>
DEF Tank Capacity	20 L	<b>5.3 U.S. gal</b>	20 L	<b>5.3 U.S. gal</b>	20 L	<b>5.3 U.S. gal</b>
<b>General Dimensions (Empty):</b>						
Height to Cab Top	3482 mm	<b>137.1"</b>	3482 mm	<b>137.1"</b>	3461 mm	<b>136"</b>
Overall Length	10 547 mm	<b>415.2"</b>	10 555 mm	<b>415.6"</b>	10 376 mm	<b>408.5"</b>
Loading Height (Empty)	2725 mm	<b>107.3"</b>	2911 mm	<b>114.6"</b>	3025 mm	<b>119.1"</b>
Height at Full Dump	6306 mm	<b>248.3"</b>	6464 mm	<b>254.5"</b>	—	
Body Length	5696 mm	<b>224.3"</b>	5783 mm	<b>227.7"</b>	5340 mm	<b>210.2"</b>
Width (Operating — Over Mirrors)	3704 mm	<b>145.8"</b>	3704 mm	<b>145.8"</b>	3704 mm	<b>145.8"</b>

\*Includes coolant, lubricant and full fuel tank.

\*\*Rating dependent on optional equipment. Maximum gross weight (empty weight plus payload) should not be exceeded.

<b>MODEL</b>	<b>725C2</b>		<b>730C2</b>		<b>730C2 EJ</b>	
Gross Power — SAE J1995	239 kW	<b>320 hp</b>	280 kW	<b>375 hp</b>	280 kW	<b>375 hp</b>
Net Power — SAE J1349	234 kW	<b>314 hp</b>	274 kW	<b>367 hp</b>	274 kW	<b>367 hp</b>
Net Power — ISO 14396	236 kW	<b>316 hp</b>	276 kW	<b>370 hp</b>	276 kW	<b>370 hp</b>
Operating Weight (Empty)*	22 775 kg	<b>50,211 lb</b>	23 305 kg	<b>51,378 lb</b>	25 980 kg	<b>57,277 lb</b>
Top Speed (Loaded)	55 km/h	<b>34 mph</b>	55 km/h	<b>34 mph</b>	55 km/h	<b>34 mph</b>
Gross Machine Weight	46 775 kg	<b>103,121 lb</b>	51 305 kg	<b>113,107 lb</b>	54 100 kg	<b>119,270 lb</b>
Distribution Empty:						
Front		<b>62%</b>		<b>62%</b>		<b>58%</b>
Center		<b>19%</b>		<b>19%</b>		<b>21%</b>
Rear		<b>19%</b>		<b>19%</b>		<b>21%</b>
Distribution Loaded:						
Front		<b>35%</b>		<b>34%</b>		<b>29%</b>
Center		<b>33%</b>		<b>33%</b>		<b>36%</b>
Rear		<b>32%</b>		<b>33%</b>		<b>35%</b>
Max. Capacity**	24.0 t	<b>26.5 T</b>	28 t	<b>31 T</b>	28 t	<b>31 T</b>
Struck (SAE)	11 m <sup>3</sup>	<b>14.4 yd<sup>3</sup></b>	13.3 m <sup>3</sup>	<b>17.4 yd<sup>3</sup></b>	13.5 m <sup>3</sup>	<b>17.7 yd<sup>3</sup></b>
Heaped (2:1) (SAE)	15 m <sup>3</sup>	<b>19.6 yd<sup>3</sup></b>	17.5 m <sup>3</sup>	<b>23 yd<sup>3</sup></b>	16.9 m <sup>3</sup>	<b>22.1 yd<sup>3</sup></b>
Tailgate Heaped SAE 2:1	15.6 m <sup>3</sup>	<b>20.4 yd<sup>3</sup></b>	18.8 m <sup>3</sup>	<b>24.6 yd<sup>3</sup></b>	—	
Tailgate Struck	11.1 m <sup>3</sup>	<b>14.5 yd<sup>3</sup></b>	13.9 m <sup>3</sup>	<b>18.2 yd<sup>3</sup></b>	—	
Engine Model	<b>C9.3 ACERT</b>		<b>C13 ACERT</b>		<b>C13 ACERT</b>	
No. Cylinders	<b>6</b>		<b>6</b>		<b>6</b>	
Bore	115 mm	<b>4.53"</b>	130 mm	<b>5.12"</b>	130 mm	<b>5.12"</b>
Stroke	149 mm	<b>5.87"</b>	157 mm	<b>6.18"</b>	157 mm	<b>6.18"</b>
Displacement	9.3 L	<b>567 in<sup>3</sup></b>	12.5 L	<b>763 in<sup>3</sup></b>	12.5 L	<b>763 in<sup>3</sup></b>
Tires	<b>23.5R25</b>		<b>23.5R25</b>		<b>750/65/R26</b>	
Clearance Radius	8075 mm	<b>317.9"</b>	8075 mm	<b>317.9"</b>	8075 mm	<b>317.9"</b>
Fuel Tank Refill Capacity	412 L	<b>108.8 U.S. gal</b>	412 L	<b>108.8 U.S. gal</b>	412 L	<b>108.8 U.S. gal</b>
<b>General Dimensions (Empty):</b>						
Height to Cab Top	3482 mm	<b>137.1"</b>	3482 mm	<b>137.1"</b>	3461 mm	<b>136"</b>
Overall Length	10 547 mm	<b>415.2"</b>	10 555 mm	<b>415.6"</b>	10 376 mm	<b>408.5"</b>
Loading Height (Empty)	2725 mm	<b>107.3"</b>	2911 mm	<b>114.6"</b>	3025 mm	<b>119.1"</b>
Height at Full Dump	6306 mm	<b>248.3"</b>	6464 mm	<b>254.5"</b>	—	
Body Length	5696 mm	<b>224.3"</b>	5783 mm	<b>227.7"</b>	5340 mm	<b>210.2"</b>
Width (Operating — Over Mirrors)	3704 mm	<b>145.8"</b>	3704 mm	<b>145.8"</b>	3704 mm	<b>145.8"</b>

\*Includes coolant, lubricant and full fuel tank.

\*\*Rating dependent on optional equipment. Maximum gross weight (empty weight plus payload) should not be exceeded.

**C Series  
Articulated Trucks**

**Specifications**  
● Tier 4 Final/Stage IV/Japan 2014 (Tier 4 Final)

<b>MODEL</b>	<b>735C</b>		<b>740C EJ</b>		<b>745C</b>	
Gross Power — SAE J1995	337 kW	<b>452 hp</b>	381 kW	<b>511 hp</b>	381 kW	<b>511 hp</b>
Net Power — SAE J1349	329 kW	<b>441 hp</b>	370 kW	<b>496 hp</b>	370 kW	<b>496 hp</b>
Net Power — ISO 14396	333 kW	<b>447 hp</b>	376 kW	<b>504 hp</b>	376 kW	<b>504 hp</b>
Operating Weight (Empty)*	31 500 kg	<b>69,446 lb</b>	36 000 kg	<b>79,366 lb</b>	33 400 kg	<b>73,634 lb</b>
Top Speed (Loaded)	53.9 km/h	<b>33.5 mph</b>	54.8 km/h	<b>34 mph</b>	54.8 km/h	<b>34 mph</b>
Gross Machine Weight	64 200 kg	<b>141,537 lb</b>	74 000 kg	<b>163,142 lb</b>	74 400 kg	<b>164,024 lb</b>
Distribution Empty:						
Front		<b>60%</b>		<b>57%</b>		<b>58%</b>
Center		<b>19%</b>		<b>22%</b>		<b>21%</b>
Rear		<b>21%</b>		<b>21%</b>		<b>21%</b>
Distribution Loaded:						
Front		<b>34%</b>		<b>30%</b>		<b>35%</b>
Center		<b>33%</b>		<b>35%</b>		<b>33%</b>
Rear		<b>33%</b>		<b>35%</b>		<b>32%</b>
Max. Capacity**	32.7 t	<b>36T</b>	38 t	<b>42T</b>	41 t	<b>45.2T</b>
Struck (SAE)	15 m <sup>3</sup>	<b>19.6 yd<sup>3</sup></b>	18 m <sup>3</sup>	<b>23.5 yd<sup>3</sup></b>	18.5 m <sup>3</sup>	<b>24.2 yd<sup>3</sup></b>
Heaped (2:1) (SAE)	20.5 m <sup>3</sup>	<b>26.8 yd<sup>3</sup></b>	23 m <sup>3</sup>	<b>30.1 yd<sup>3</sup></b>	25 m <sup>3</sup>	<b>32.7 yd<sup>3</sup></b>
Tailgate Heaped SAE 2:1	22 m <sup>3</sup>	<b>28.7 yd<sup>3</sup></b>	—	—	26.5 m <sup>3</sup>	<b>34.7 yd<sup>3</sup></b>
Tailgate Struck	15.5 m <sup>3</sup>	<b>20.3 yd<sup>3</sup></b>	—	—	19.5 m <sup>3</sup>	<b>25.5 yd<sup>3</sup></b>
Engine Model	<b>C15 ACERT</b>		<b>C18 ACERT</b>		<b>C18 ACERT</b>	
No. Cylinders	<b>6</b>		<b>6</b>		<b>6</b>	
Bore	137 mm	<b>5.4"</b>	145 mm	<b>5.7"</b>	145 mm	<b>5.7"</b>
Stroke	171.5 mm	<b>6.75"</b>	183 mm	<b>7.2"</b>	183 mm	<b>7.2"</b>
Displacement	15.2 L	<b>926 in<sup>3</sup></b>	18.1 L	<b>1106 in<sup>3</sup></b>	18.1 L	<b>1106 in<sup>3</sup></b>
Tires	<b>26.5R25</b>		<b>29.5R25</b>		<b>29.5R25</b>	
Clearance Radius	8420 mm	<b>331.5"</b>	9082 mm	<b>357.6"</b>	9082 mm	<b>357.6"</b>
Fuel Tank Refill Capacity	550 L	<b>145.3 U.S. gal</b>	550 L	<b>145.3 U.S. gal</b>	550 L	<b>145.3 U.S. gal</b>
DEF Tank Capacity	25 L	<b>6.6 U.S. gal</b>	25 L	<b>6.6 U.S. gal</b>	25 L	<b>6.6 U.S. gal</b>
<b>General Dimensions (Empty):</b>						
Height to Cab Top	3684 mm	<b>145.0"</b>	3725 mm	<b>146.7"</b>	3725 mm	<b>146.7"</b>
Overall Length	11 061 mm	<b>435.5"</b>	11 776 mm	<b>463.6"</b>	11 429 mm	<b>450.0"</b>
Loading Height (Empty)	2932 mm	<b>115.4"</b>	2987 mm	<b>117.6"</b>	3101 mm	<b>122.1"</b>
Height at Full Dump	6550 mm	<b>257.9"</b>	—	—	7239 mm	<b>285.0"</b>
Body Length	5912 mm	<b>232.8"</b>	6761 mm	<b>266.2"</b>	6447 mm	<b>253.8"</b>
Width (Operating — Over Mirrors)	4166 mm	<b>164.0"</b>	4166 mm	<b>164.0"</b>	4166 mm	<b>164.0"</b>

\*Includes coolant, lubricant and full fuel tank.

\*\*Rating dependent on optional equipment. Maximum gross weight (empty weight plus payload) should not be exceeded.

<b>MODEL</b>	<b>735C</b>		<b>740C EJ</b>		<b>745C</b>	
Gross Power — SAE J1995	336 kW	<b>450 hp</b>	381 kW	<b>511 hp</b>	381 kW	<b>511 hp</b>
Net Power — SAE J1349	329 kW	<b>441 hp</b>	370 kW	<b>496 hp</b>	370 kW	<b>496 hp</b>
Net Power — ISO 14396	333 kW	<b>447 hp</b>	376 kW	<b>484 hp</b>	376 kW	<b>484 hp</b>
Operating Weight (Empty)*	31 200 kg	<b>68,784 lb</b>	35 600 kg	<b>78,484 lb</b>	33 000 kg	<b>72,752 lb</b>
Top Speed (Loaded)	53.9 km/h	<b>33.5 mph</b>	54.8 km/h	<b>34 mph</b>	54.8 km/h	<b>34 mph</b>
Gross Machine Weight	63 900 kg	<b>140,875 lb</b>	73 600 kg	<b>162,260 lb</b>	74 000 kg	<b>163,142 lb</b>
Distribution Empty:						
Front		<b>60%</b>		<b>56%</b>		<b>58%</b>
Center		<b>19%</b>		<b>23%</b>		<b>21%</b>
Rear		<b>21%</b>		<b>21%</b>		<b>21%</b>
Distribution Loaded:						
Front		<b>33%</b>		<b>29%</b>		<b>34%</b>
Center		<b>33%</b>		<b>36%</b>		<b>33%</b>
Rear		<b>34%</b>		<b>35%</b>		<b>33%</b>
Max. Capacity**	32.7 t	<b>36 T</b>	38 t	<b>42 T</b>	41 t	<b>45.2 T</b>
Struck (SAE)	15 m <sup>3</sup>	<b>19.6 yd<sup>3</sup></b>	18 m <sup>3</sup>	<b>23.5 yd<sup>3</sup></b>	18.5 m <sup>3</sup>	<b>24.2 yd<sup>3</sup></b>
Heaped (2:1) (SAE)	20.5 m <sup>3</sup>	<b>26.8 yd<sup>3</sup></b>	23 m <sup>3</sup>	<b>30.1 yd<sup>3</sup></b>	25 m <sup>3</sup>	<b>32.7 yd<sup>3</sup></b>
Tailgate Heaped SAE 2:1	22 m <sup>3</sup>	<b>28.7 yd<sup>3</sup></b>	—	—	26.5 m <sup>3</sup>	<b>34.7 yd<sup>3</sup></b>
Tailgate Struck	15.5 m <sup>3</sup>	<b>20.3 yd<sup>3</sup></b>	—	—	19.5 m <sup>3</sup>	<b>25.5 yd<sup>3</sup></b>
Engine Model	<b>C15 ACERT</b>		<b>C18 ACERT</b>		<b>C18 ACERT</b>	
No. Cylinders	<b>6</b>		<b>6</b>		<b>6</b>	
Bore	137 mm	<b>5.4"</b>	145 mm	<b>5.7"</b>	145 mm	<b>5.7"</b>
Stroke	171.5 mm	<b>6.75"</b>	183 mm	<b>7.2"</b>	183 mm	<b>7.2"</b>
Displacement	15.2 L	<b>926 in<sup>3</sup></b>	18.1 L	<b>1106 in<sup>3</sup></b>	18.1 L	<b>1106 in<sup>3</sup></b>
Tires	<b>26.5R25</b>		<b>29.5R25</b>		<b>29.5R25</b>	
Clearance Radius	8420 mm	<b>331.5"</b>	9082 mm	<b>357.6"</b>	9082 mm	<b>357.6"</b>
Fuel Tank Refill Capacity	550 L	<b>145.3 U.S. gal</b>	550 L	<b>145.3 U.S. gal</b>	550 L	<b>145.3 U.S. gal</b>
<b>General Dimensions (Empty):</b>						
Height to Cab Top	3684 mm	<b>145.0"</b>	3725 mm	<b>146.7"</b>	3725 mm	<b>146.7"</b>
Overall Length	11 061 mm	<b>435.5"</b>	11 776 mm	<b>463.6"</b>	11 429 mm	<b>450.0"</b>
Loading Height (Empty)	2932 mm	<b>115.4"</b>	2987 mm	<b>117.6"</b>	3101 mm	<b>122.1"</b>
Height at Full Dump	6550 mm	<b>257.9"</b>	—	—	7239 mm	<b>285.0"</b>
Body Length	5912 mm	<b>232.8"</b>	6761 mm	<b>266.2"</b>	6447 mm	<b>253.8"</b>
Width (Operating — Over Mirrors)	4166 mm	<b>164.0"</b>	4166 mm	<b>164.0"</b>	4166 mm	<b>164.0"</b>

\*Includes coolant, lubricant and full fuel tank.

\*\*Rating dependent on optional equipment. Maximum gross weight (empty weight plus payload) should not be exceeded.

### Use of Ground Pressure Charts

Articulated trucks are normally equipped with wide base radial tires, for improved flotation in poor under-foot conditions. Ground pressure is a function of tire deflection and is also affected by tire penetration. The charts in this section provide a means to estimate ground pressure for 0 and 76 mm (3") tire penetration, when gross vehicle weight, axle load distribution and tire inflation pressure are known. The ground pressure charts on the following pages are based on Michelin XADN tire characteristics. Results may differ for other tread patterns.

Tire load can be calculated by the following formula:

$$\text{Tire Load} = \frac{\text{Heaviest Axle Load}}{2}$$

#### Example

Find the ground pressure generated by a 725C fully loaded with zero and 76 mm (3") tire penetration. The machine is equipped with standard Michelin 23.5R25 tires, inflated to the recommended pressure.

$$725C \text{ Tire Load} = \frac{46\,820 \text{ kg} \times 0.34}{2} = 7959 \text{ kg}$$

$$725C \text{ Tire Load} = \frac{103,220 \text{ lb} \times 0.34}{2} = 17,547 \text{ lb}$$

From the tire section in this book, inflation pressure for the 725C is 325 kPa = 3.25 bar (47 psi).

From the ground pressure chart for 23.5R25 tires, Ground pressure = 3.1 kg/cm<sup>2</sup> (44 psi) with zero tire penetration.

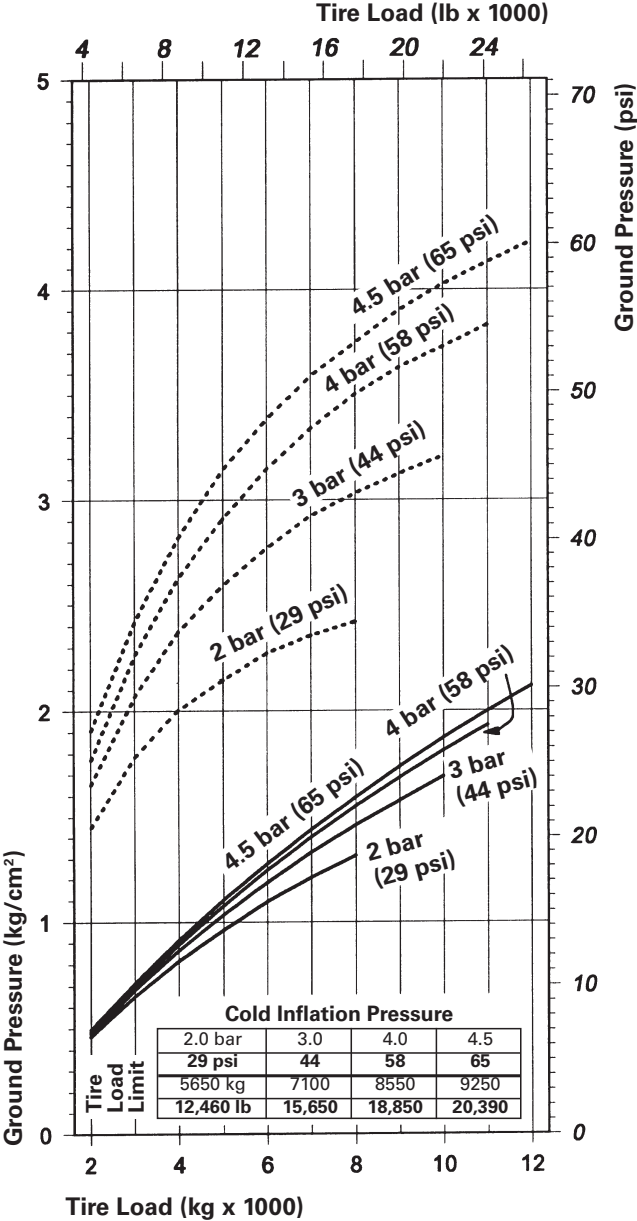
Ground pressure = 1.4 kg/cm<sup>2</sup> (21 psi) with 76 mm (3") tire penetration.

See the Wheel Tractor Scraper section for explanation on using:

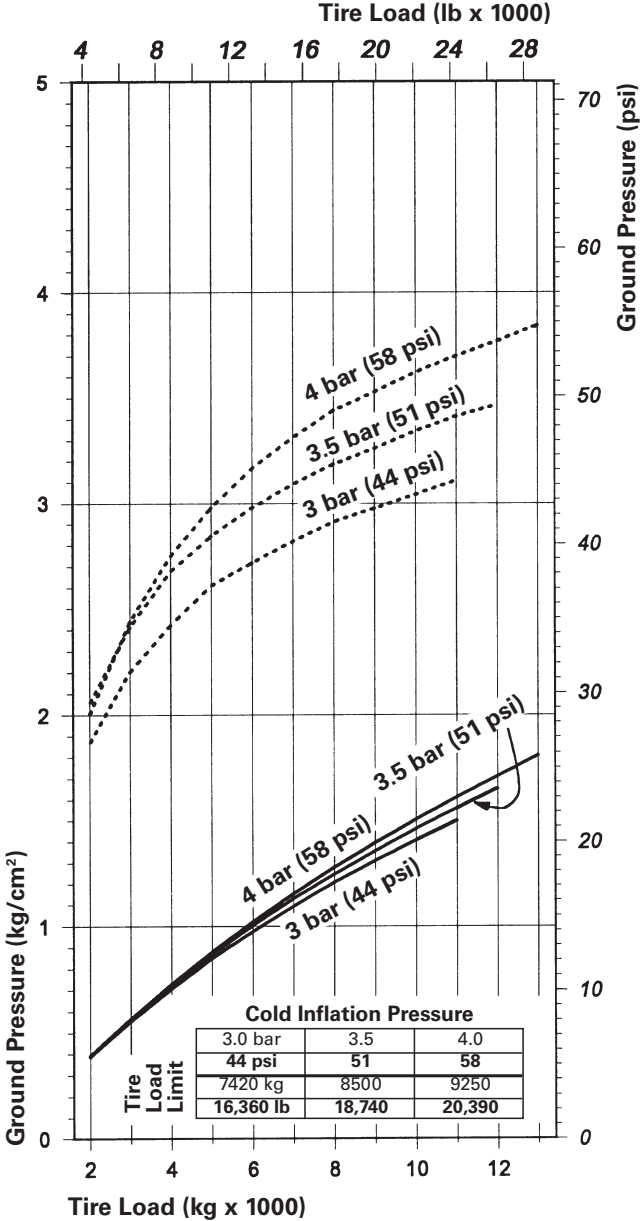
- Rimpull-Speed-Gradeability Curves
- Retarder Curves

See Mining & Off-Highway Trucks section for Fixed Times for Hauling Units.

**23.5R25 Tires\***



**30/65R25 Tires\***



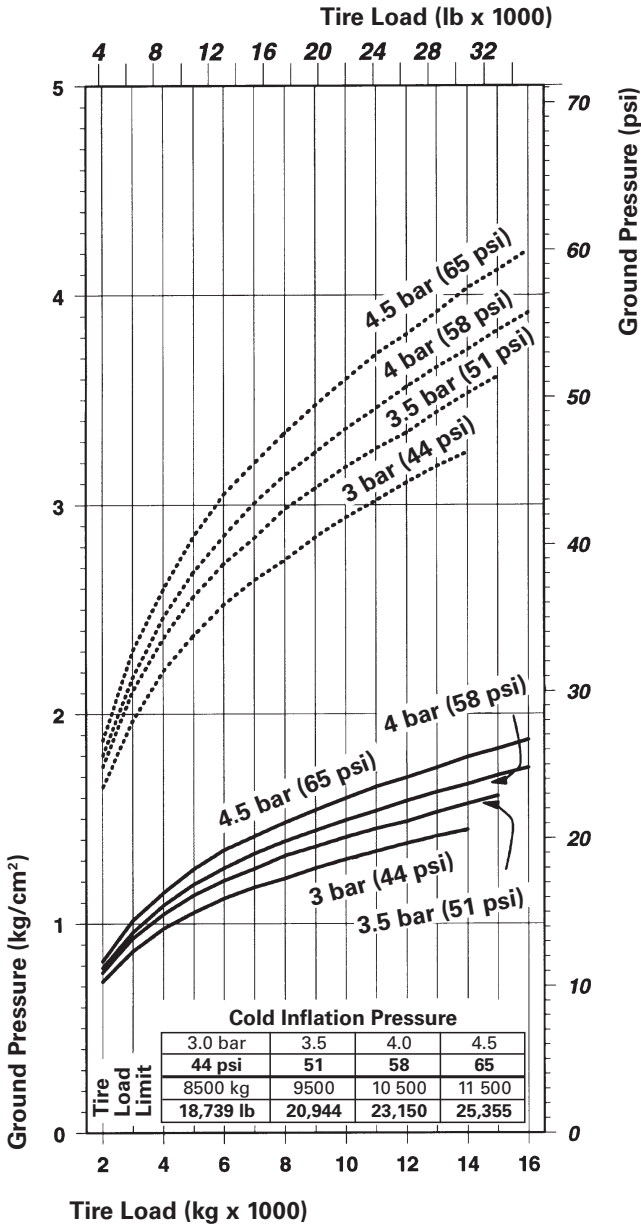
**KEY**

———— Zero Penetration (Flat Plate)

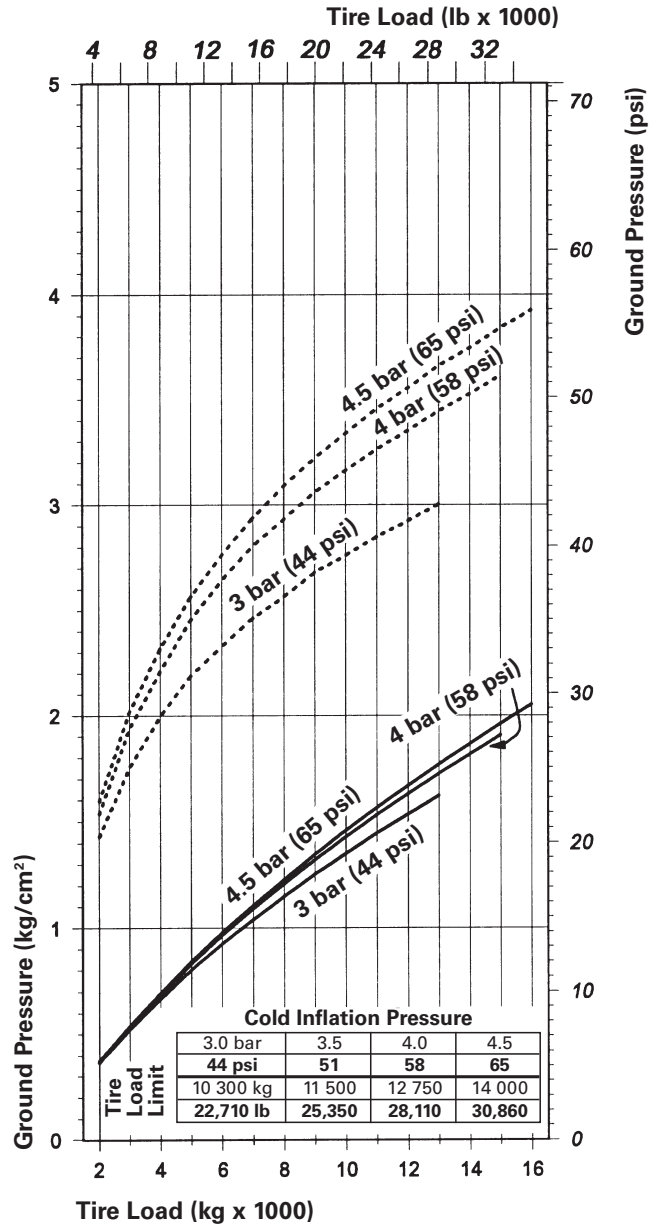
———— 76 mm (3") Penetration

\*Charts based on Michelin XADN tire characteristics. Results may differ for other tread patterns and/or brands. Charts are to be used to calculate ground pressure. To determine the inflation as a function of load and conditions or when loads exceed tire load limit, contact your tire manufacturer representative.

**26.5R25 Tires\***



**29.5R25 Tires\***



**KEY**

- Zero Penetration (Flat Plate)
- 76 mm (3") Penetration

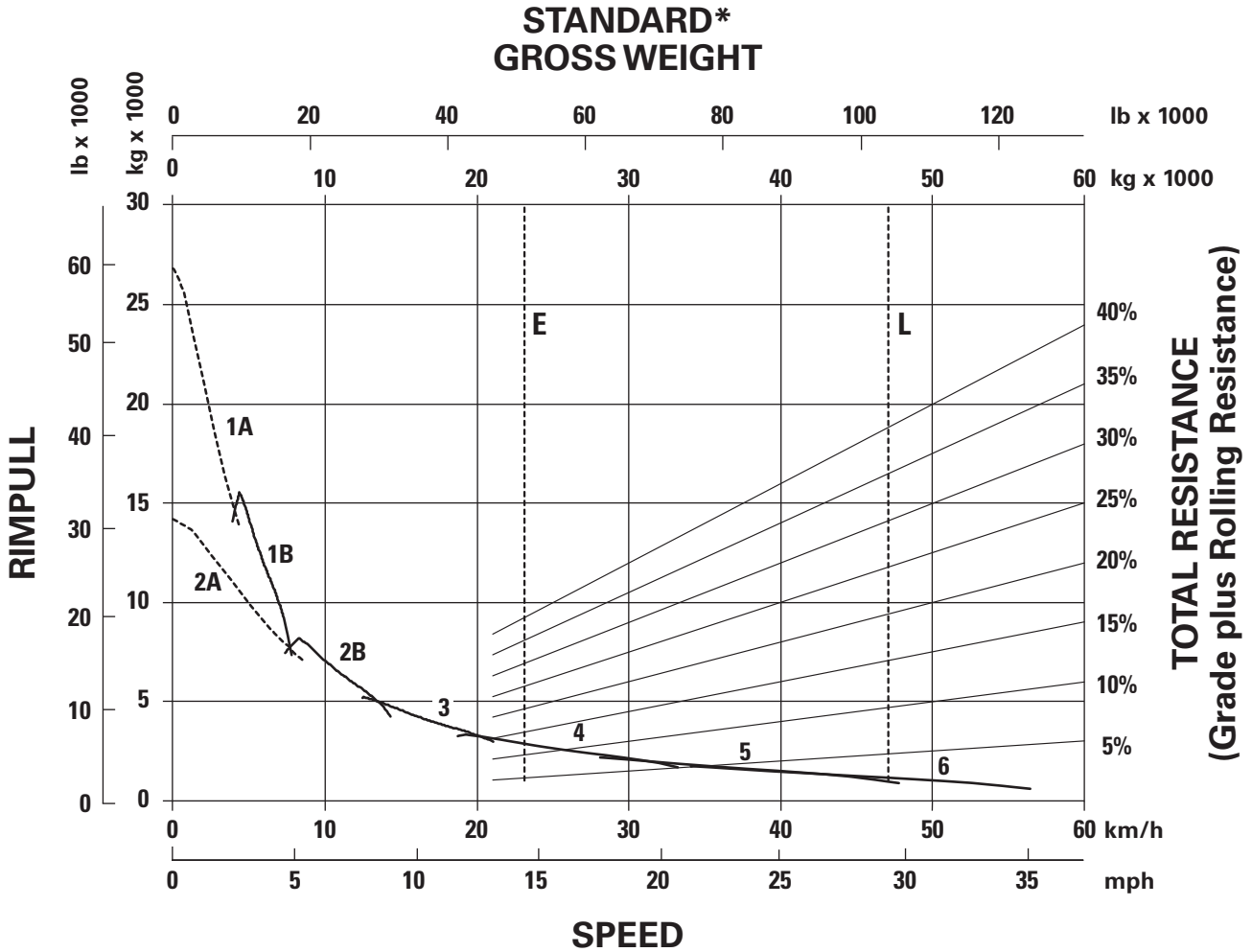
\*Charts based on Michelin XADN tire characteristics. Results may differ for other tread patterns and/or brands. Charts are to be used to calculate ground pressure. To determine the inflation as a function of load and conditions or when loads exceed tire load limit, contact your tire manufacturer representative.



725C2 Rimpull-Speed-Gradeability

Articulated Trucks

- 23.5R25 Tires
- Tier 4 Final/Stage IV/Japan 2014 (Tier 4 Final)



KEY

- 1A – 1st Gear (Converter Drive)
- 1B – 1st Gear (Direct Drive)
- 2A – 2nd Gear (Converter Drive)
- 2B – 2nd Gear (Direct Drive)
- 3 – 3rd Gear
- 4 – 4th Gear
- 5 – 5th Gear
- 6 – 6th Gear

KEY

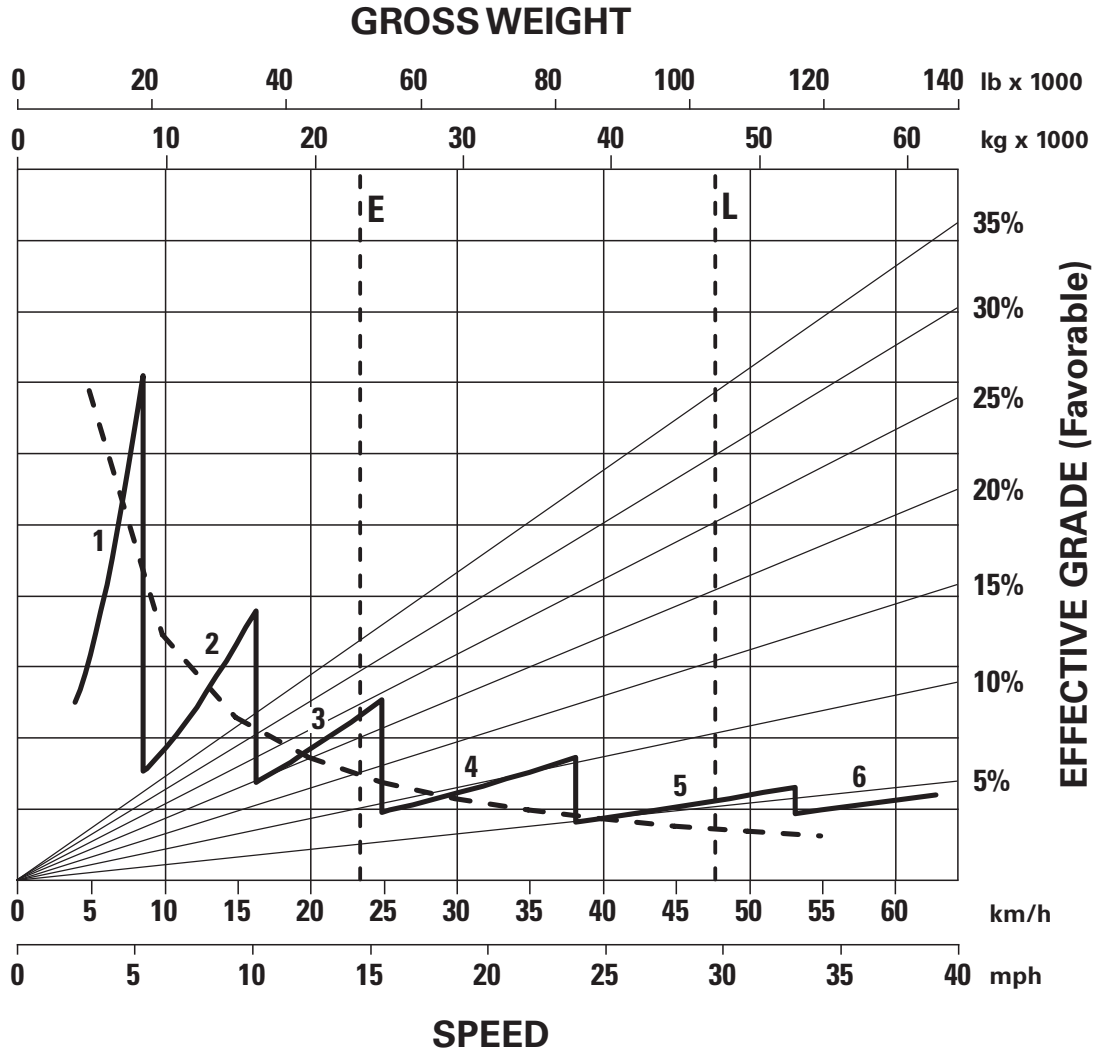
- E – Empty 23 040 kg (50,795 lb)
- L – Loaded 47 040 kg (103,707 lb)

\*At sea level.

**Articulated Trucks**

**725C2 Brake/Retarder Performance Curve**

- 23.5R25 Tires
- Tier 4 Final/Stage IV/Japan 2014 (Tier 4 Final)



- KEY**
- 1 — 1st Gear
  - 2 — 2nd Gear
  - 3 — 3rd Gear
  - 4 — 4th Gear
  - 5 — 5th Gear
  - 6 — 6th Gear

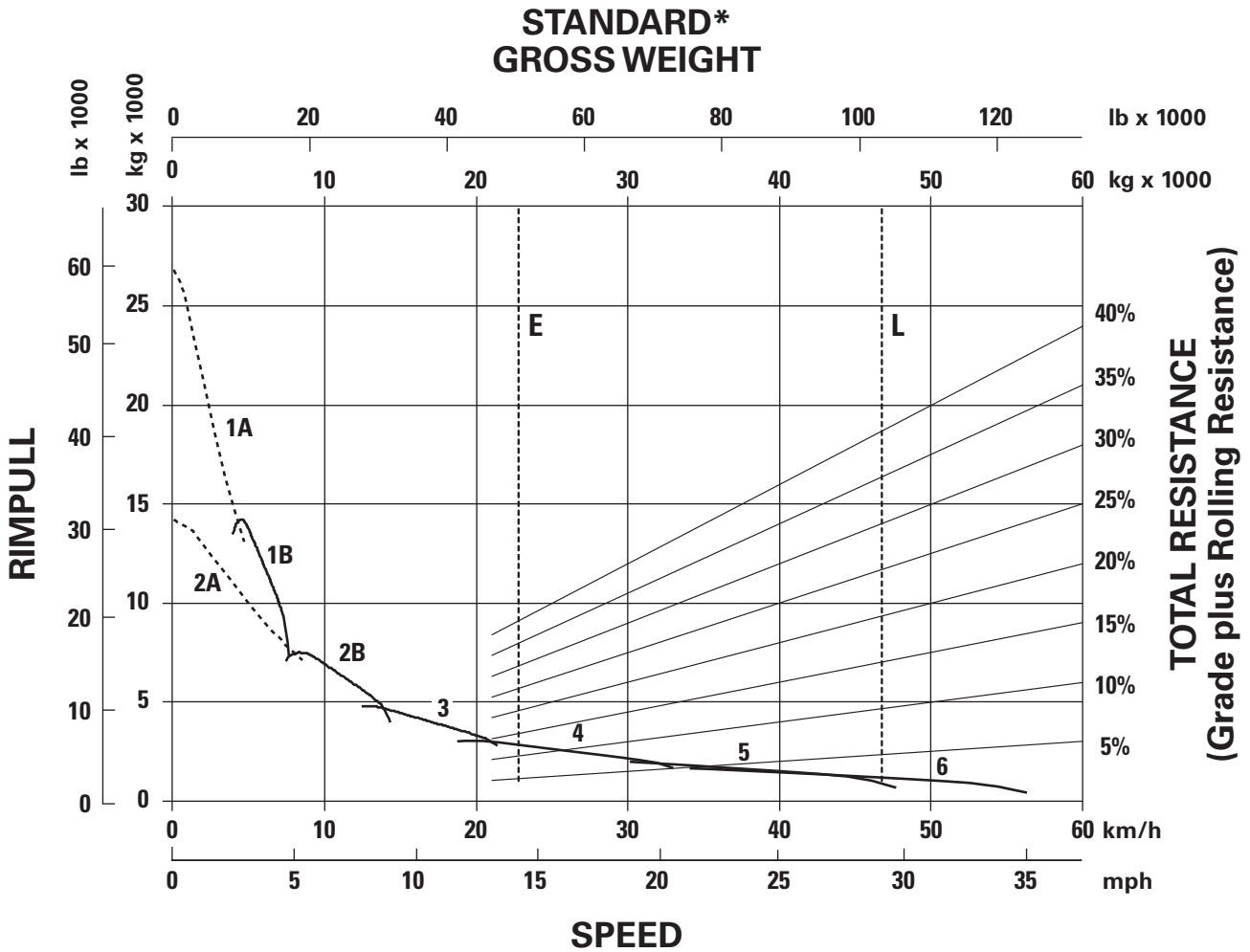
- KEY**
- E — Empty 23 040 kg (50,795 lb)
  - L — Loaded 47 040 kg (103,707 lb)

725C2 Rimpull-Speed-Gradeability

Articulated Trucks

● 23.5R25 Tires

● Tier 2/Stage II/Japan 2001 (Tier 2) equivalent



KEY

- 1A — 1st Gear (Converter Drive)
- 1B — 1st Gear (Direct Drive)
- 2A — 2nd Gear (Converter Drive)
- 2B — 2nd Gear (Direct Drive)
- 3 — 3rd Gear
- 4 — 4th Gear
- 5 — 5th Gear
- 6 — 6th Gear

KEY

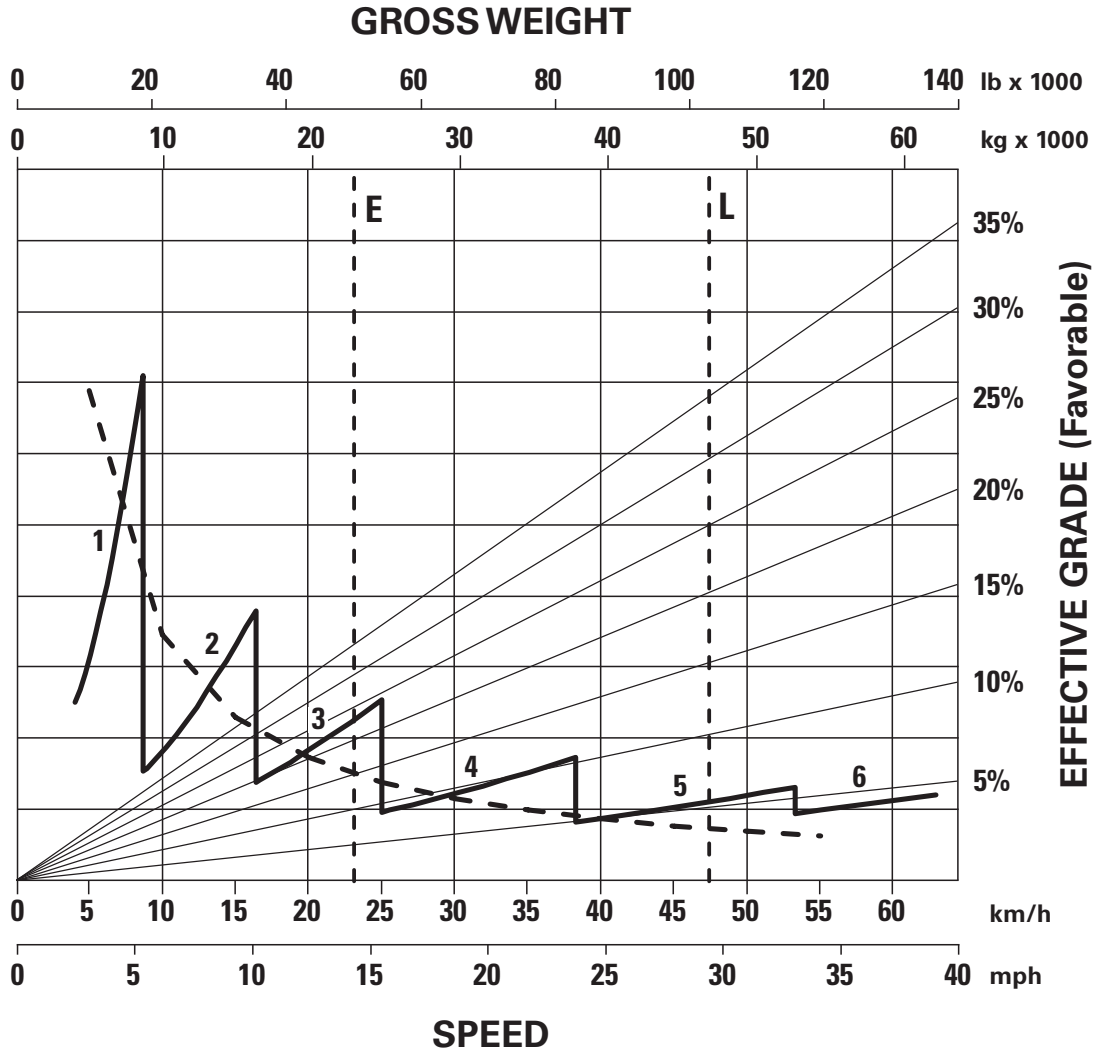
- E — Empty 22 775 kg (50,211 lb)
- L — Loaded 46 775 kg (103,121 lb)

\*At sea level.

**Articulated Trucks**

**725C2 Brake/Retarder Performance Curve**

- 23.5R25 Tires
- Tier 2/Stage II/Japan 2001 (Tier 2) equivalent



**KEY**

- 1 — 1st Gear
- 2 — 2nd Gear
- 3 — 3rd Gear
- 4 — 4th Gear
- 5 — 5th Gear
- 6 — 6th Gear

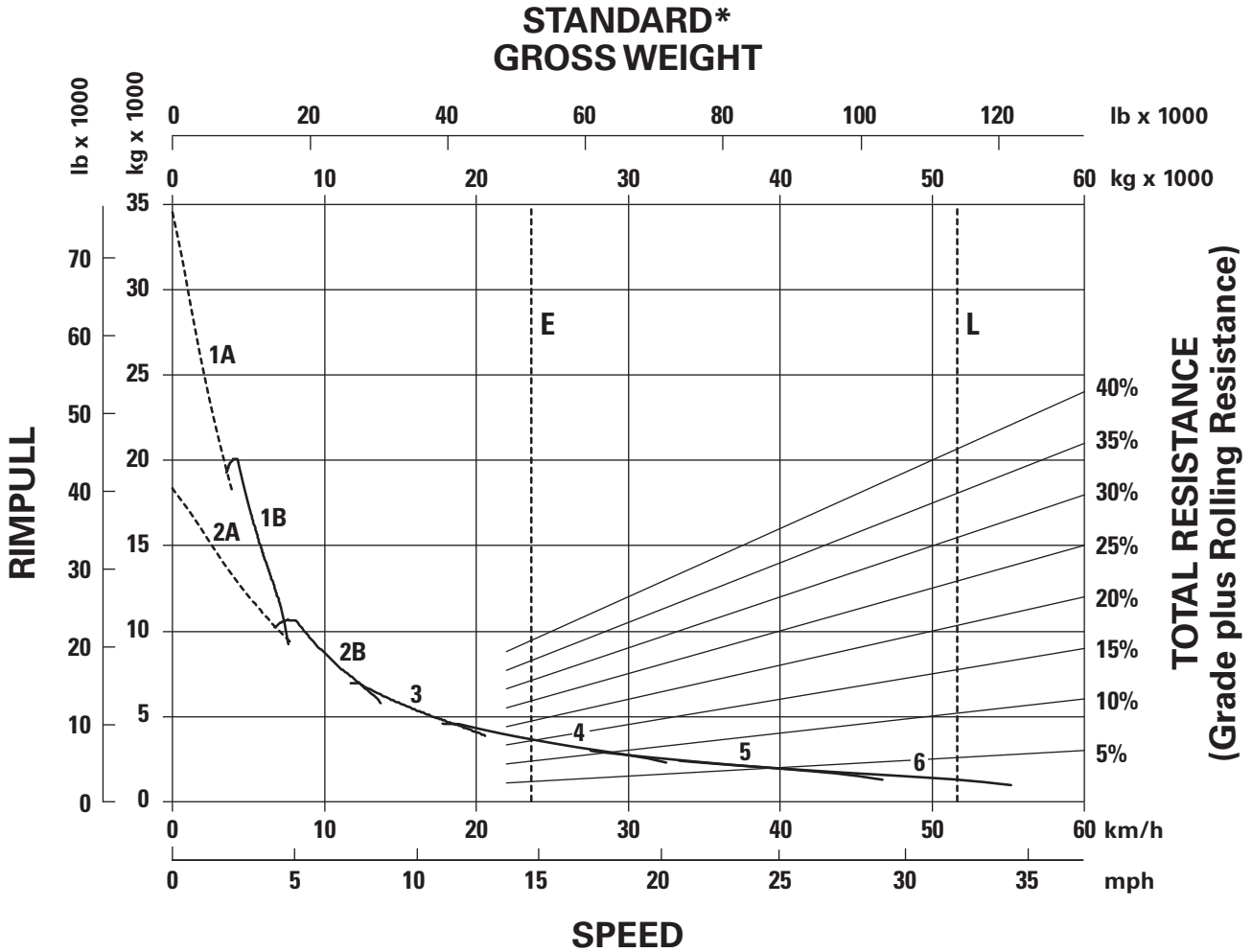
**KEY**

- E — Empty 22 775 kg (50,211 lb)
- L — Loaded 46 775 kg (103,121 lb)

730C2 Rimpull-Speed-Gradeability

Articulated Trucks

- 23.5R25 Tires
- Tier 4 Final/Stage IV/Japan 2014 (Tier 4 Final)



KEY

- 1A – 1st Gear (Converter Drive)
- 1B – 1st Gear (Direct Drive)
- 2A – 2nd Gear (Converter Drive)
- 2B – 2nd Gear (Direct Drive)
- 3 – 3rd Gear
- 4 – 4th Gear
- 5 – 5th Gear
- 6 – 6th Gear

KEY

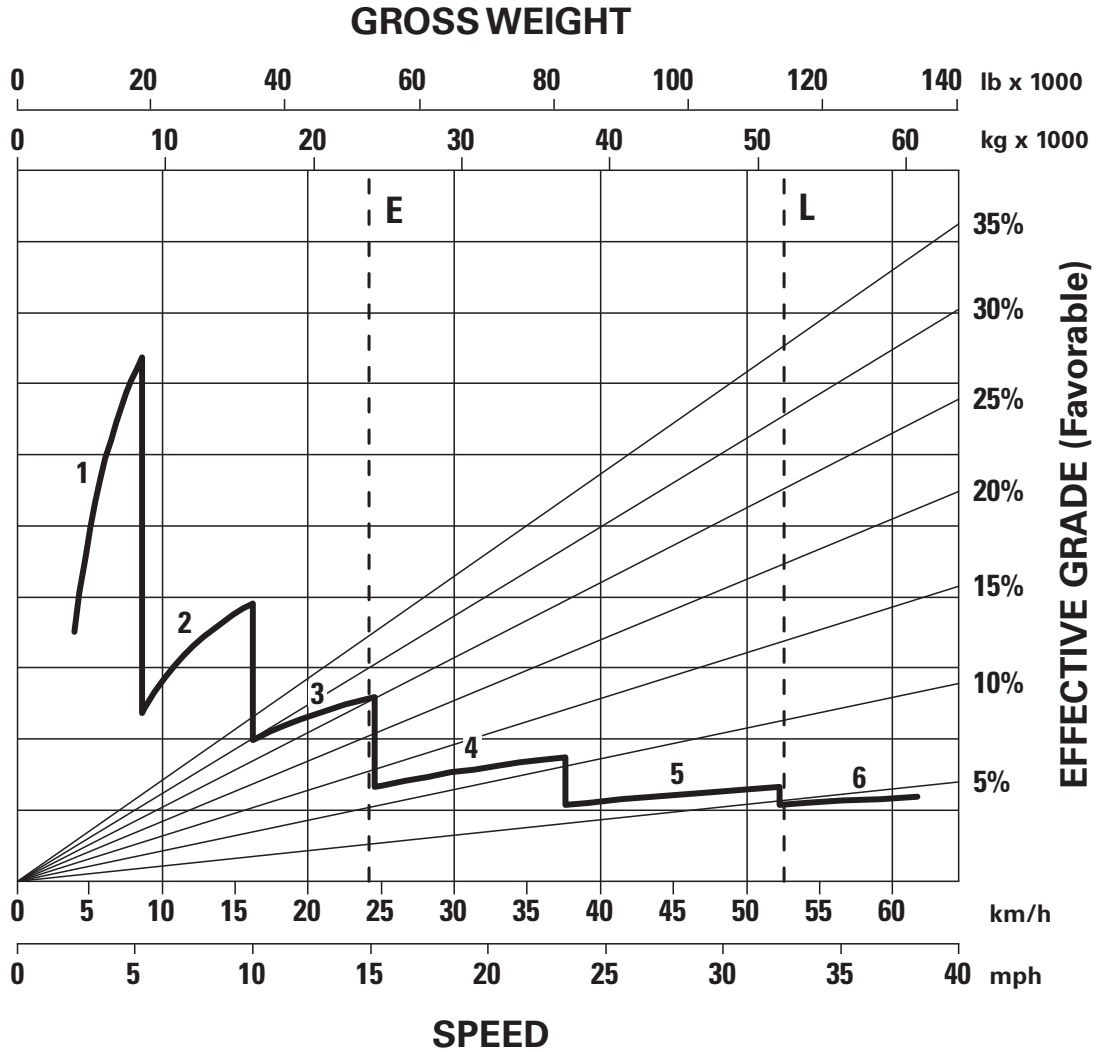
- E – Empty 23 725 kg (52,305 lb)
- L – Loaded 51 725 kg (114,034 lb)

\*At sea level.

**Articulated Trucks**

**730C2 Brake/Retarder Performance Curve**

- 23.5R25 Tires
- Tier 4 Final/Stage IV/Japan 2014 (Tier 4 Final)



**KEY**

- 1 — 1st Gear
- 2 — 2nd Gear
- 3 — 3rd Gear
- 4 — 4th Gear
- 5 — 5th Gear
- 6 — 6th Gear

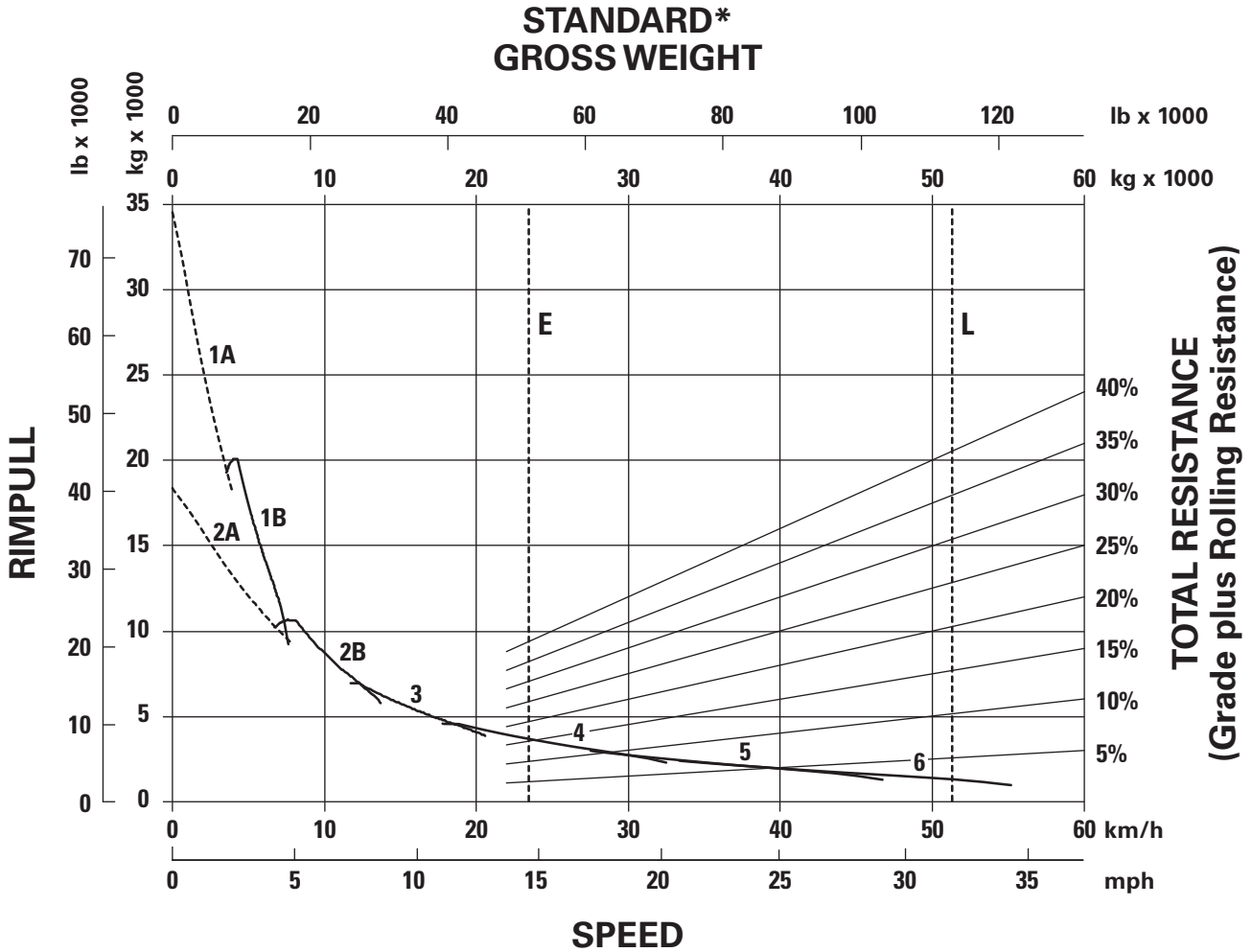
**KEY**

- E — Empty 23 725 kg (52,305 lb)
- L — Loaded 51 725 kg (114,034 lb)

# 730C2 Rimpull-Speed-Gradeability

# Articulated Trucks

- 23.5R25 Tires
- Tier 2/Stage II/Japan 2001 (Tier 2) equivalent



- KEY**
- 1A — 1st Gear (Converter Drive)
  - 1B — 1st Gear (Direct Drive)
  - 2A — 2nd Gear (Converter Drive)
  - 2B — 2nd Gear (Direct Drive)
  - 3 — 3rd Gear
  - 4 — 4th Gear
  - 5 — 5th Gear
  - 6 — 6th Gear

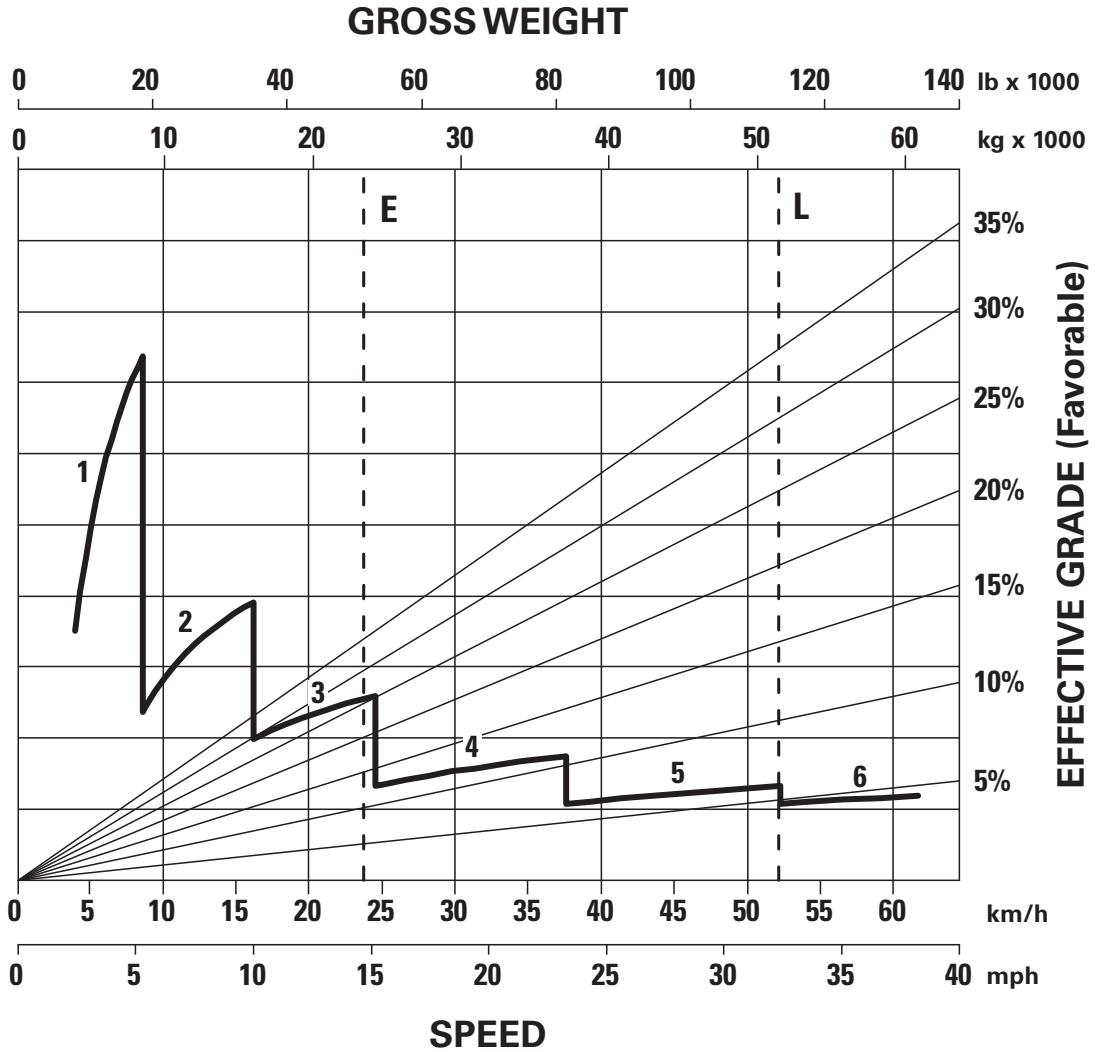
- KEY**
- E — Empty 23 505 kg (51,378 lb)
  - L — Loaded 51 305 kg (113,107 lb)

\*At sea level.

**Articulated Trucks**

**730C2 Brake/Retarder Performance Curve**

- 23.5R25 Tires
- Tier 2/Stage II/Japan 2001 (Tier 2) equivalent



- KEY**
- 1 – 1st Gear
  - 2 – 2nd Gear
  - 3 – 3rd Gear
  - 4 – 4th Gear
  - 5 – 5th Gear
  - 6 – 6th Gear

- KEY**
- E – Empty 23 505 kg (51,378 lb)
  - L – Loaded 51 305 kg (113,107 lb)

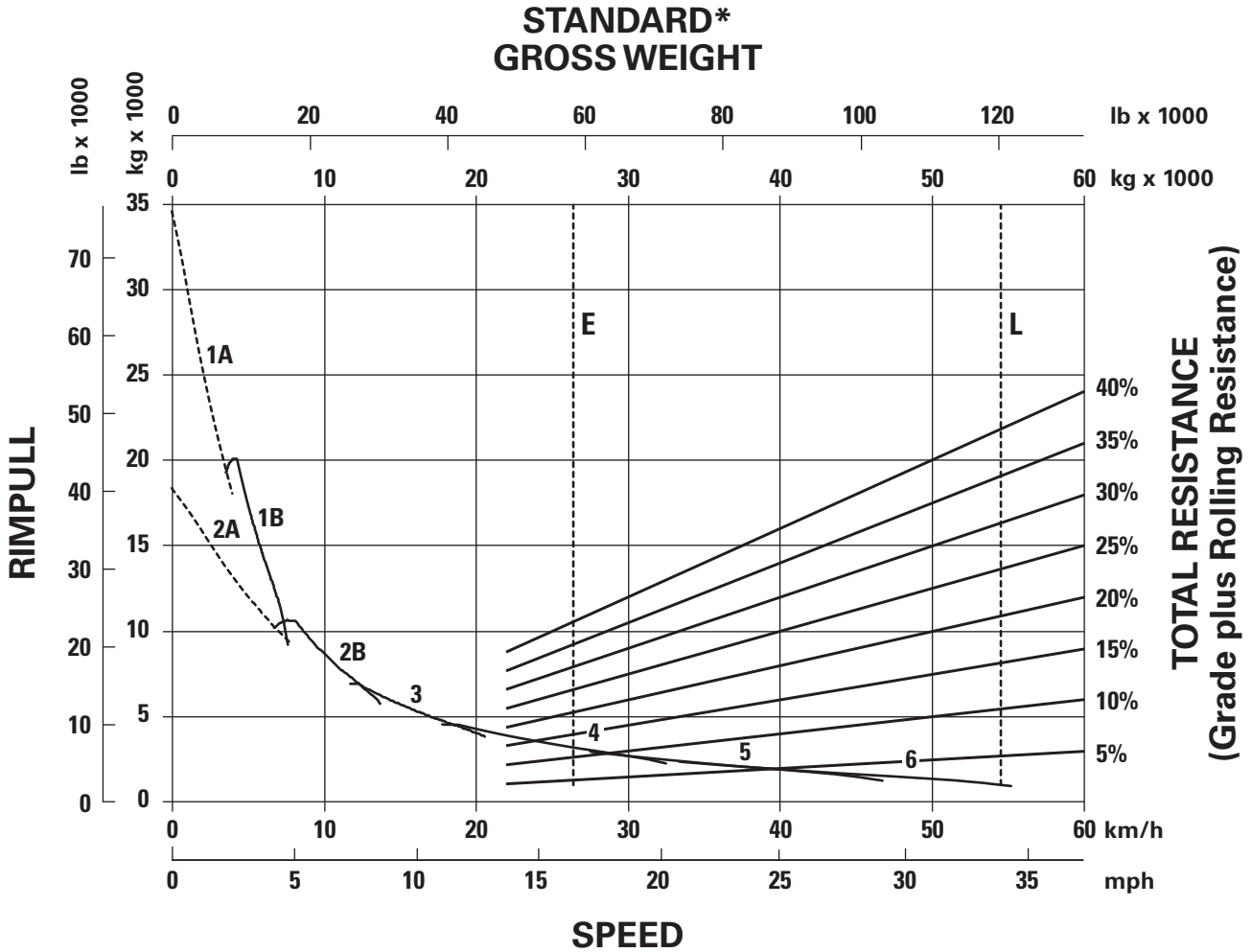


730C2 EJ Rimpull-Speed-Gradeability

● 750/65/R26 Tires

● Tier 4 Final/Stage IV/Japan 2014 (Tier 4 Final)

Articulated Trucks



KEY

- 1A – 1st Gear (Converter Drive)
- 1B – 1st Gear (Direct Drive)
- 2A – 2nd Gear (Converter Drive)
- 2B – 2nd Gear (Direct Drive)
- 3 – 3rd Gear
- 4 – 4th Gear
- 5 – 5th Gear
- 6 – 6th Gear

KEY

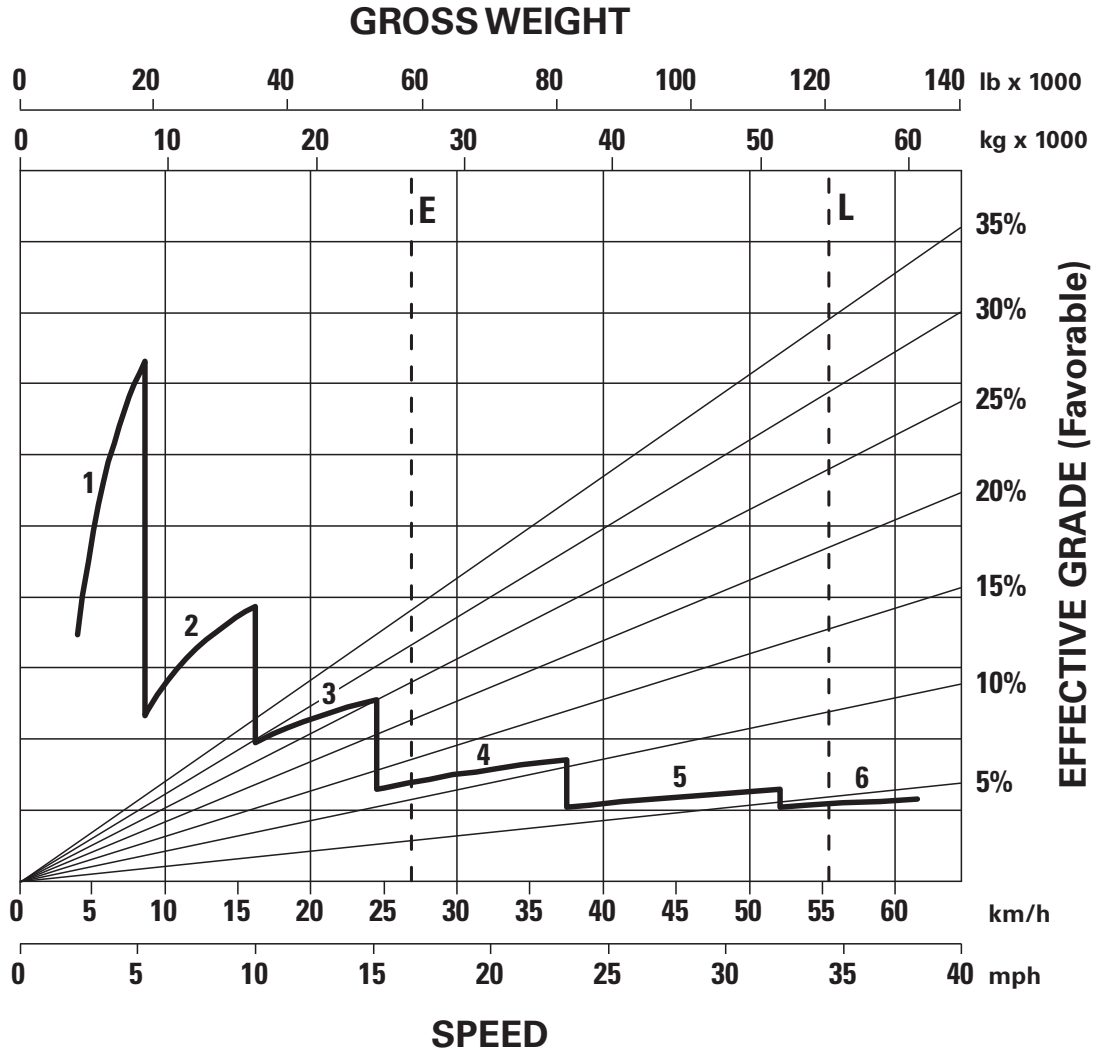
- E – Empty 26 395 kg (58,190 lb)
- L – Loaded 54 515 kg (120,186 lb)

\*At sea level.

**Articulated Trucks**

**730C2 EJ Brake/Retarder Performance Curve**

- 750/65/R26 Tires
- Tier 4 Final/Stage IV/Japan 2014 (Tier 4 Final)



**KEY**

- 1 — 1st Gear
- 2 — 2nd Gear
- 3 — 3rd Gear
- 4 — 4th Gear
- 5 — 5th Gear
- 6 — 6th Gear

**KEY**

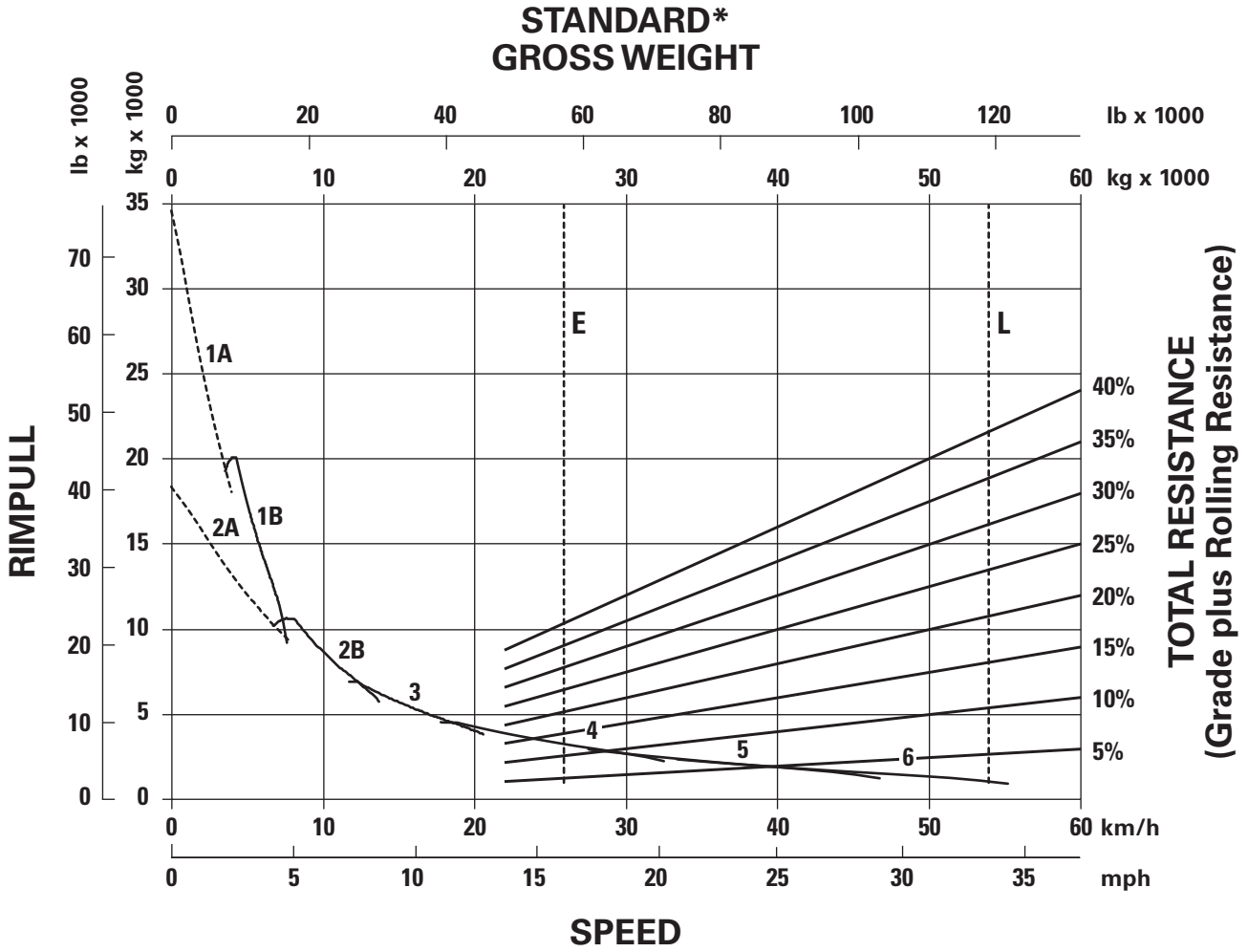
- E — Empty 26 395 kg (58,190 lb)
- L — Loaded 54 515 kg (120,186 lb)

730C2 EJ Rimpull-Speed-Gradeability

Articulated Trucks

● 750/65/R26 Tires

● Tier 2/Stage II/Japan 2001 (Tier 2) equivalent



KEY

- 1A – 1st Gear (Converter Drive)
- 1B – 1st Gear (Direct Drive)
- 2A – 2nd Gear (Converter Drive)
- 2B – 2nd Gear (Direct Drive)
- 3 – 3rd Gear
- 4 – 4th Gear
- 5 – 5th Gear
- 6 – 6th Gear

KEY

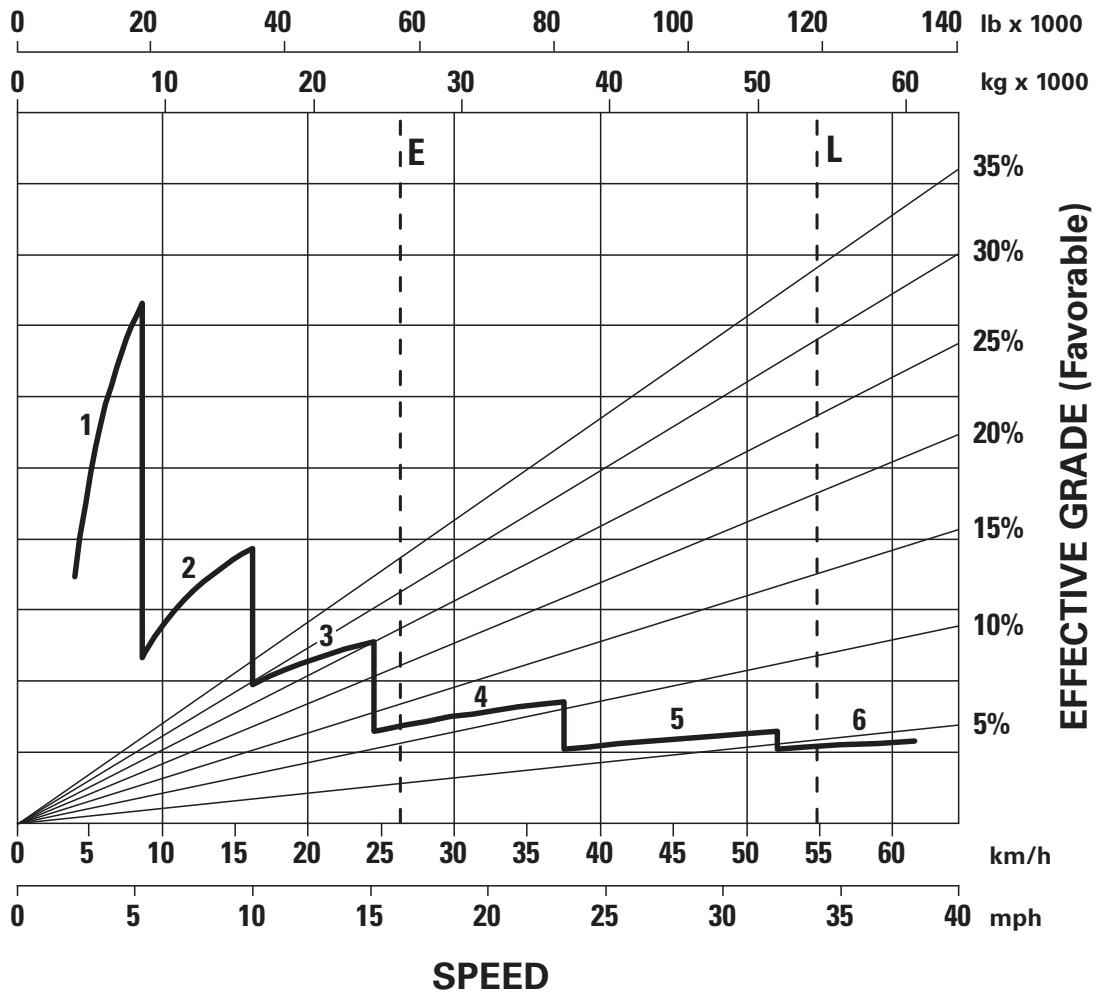
- E – Empty 25 980 kg (57,277 lb)
- L – Loaded 54 100 kg (119,270 lb)

\*At sea level.

# Articulated Trucks

## 730C2 EJ Brake/Retarder Performance Curve

- 750/65/R26 Tires
- Tier 2/Stage II/Japan 2001 (Tier 2) equivalent



**KEY**

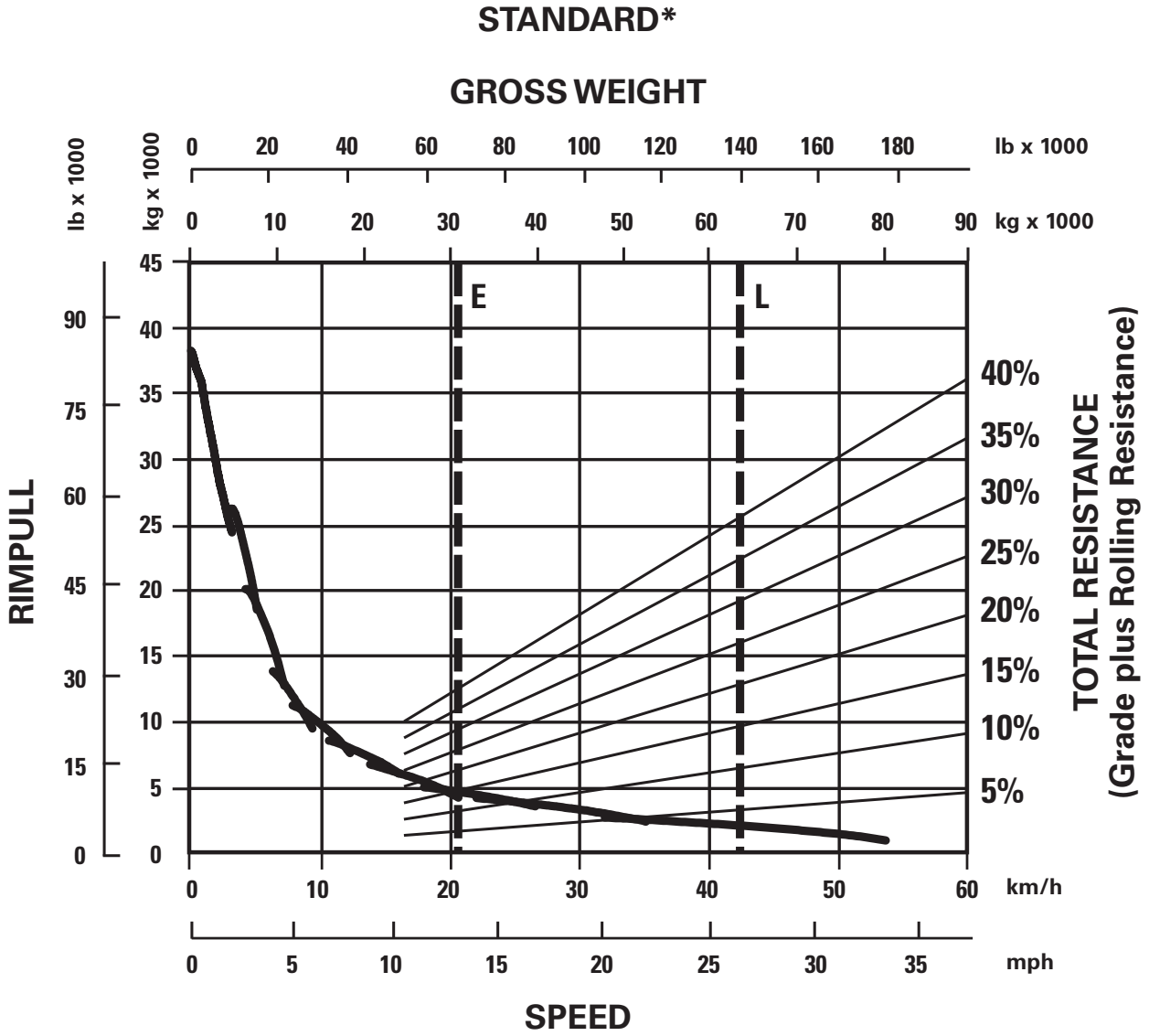
- 1 – 1st Gear
- 2 – 2nd Gear
- 3 – 3rd Gear
- 4 – 4th Gear
- 5 – 5th Gear
- 6 – 6th Gear

**KEY**

- E – Empty 25 980 kg (57,277 lb)
- L – Loaded 54 100 kg (119,270 lb)

735C Series Rimpull-Speed-Gradeability  
 ● 26.5R25 Tires  
 ● Tier 4 Final/Stage IV/Japan 2014 (Tier 4 Final)

Articulated Trucks



KEY

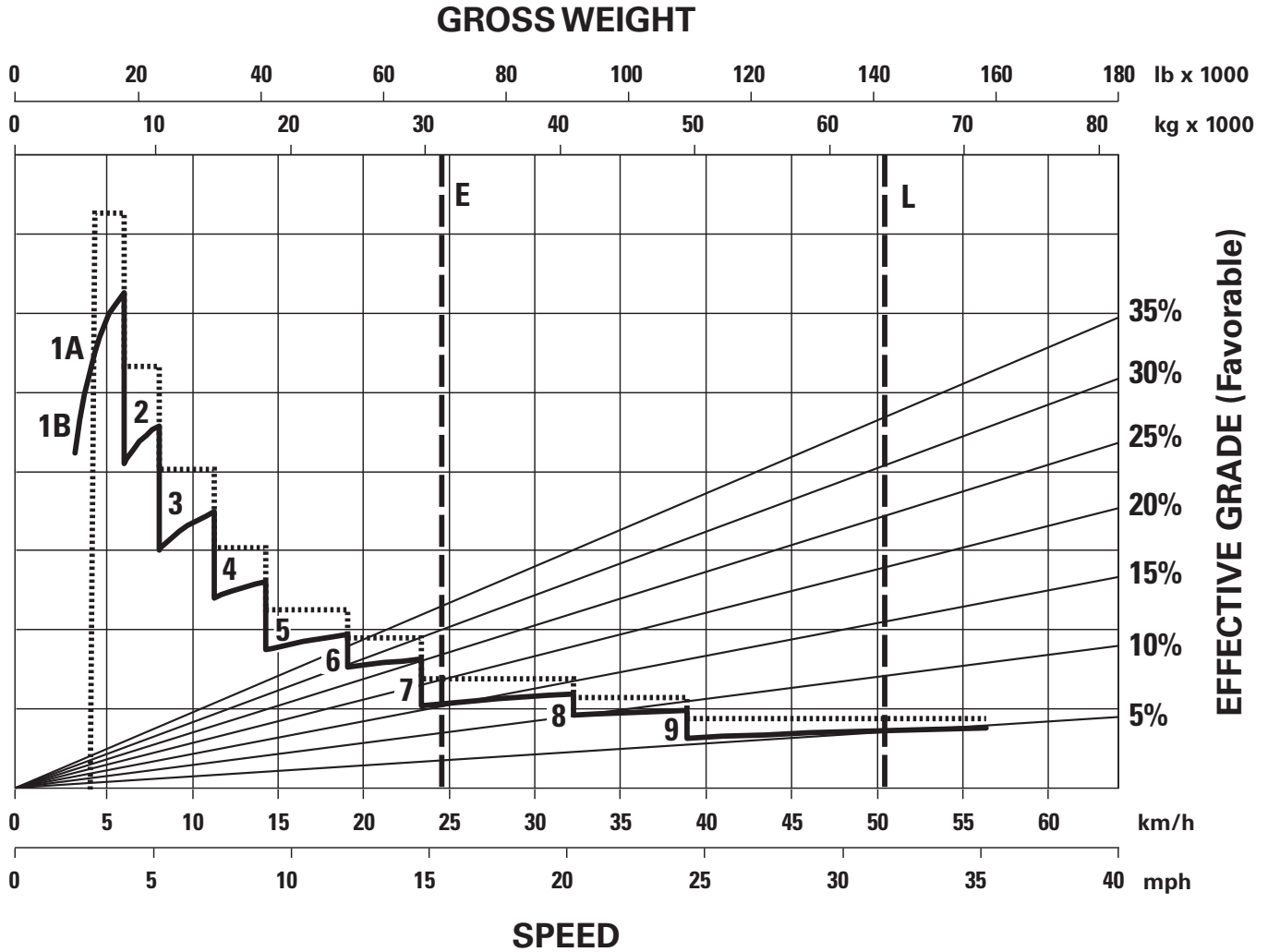
- E — Empty 31 220 kg (68,800 lb)
- L — Loaded 63 920 kg (140,900 lb)

\*At sea level.

# Articulated Trucks

## 735C Series Brake/Retarder Performance Curve

- 26.5R25 Tires
- Tier 4 Final/Stage IV/Japan 2014 (Tier 4 Final)



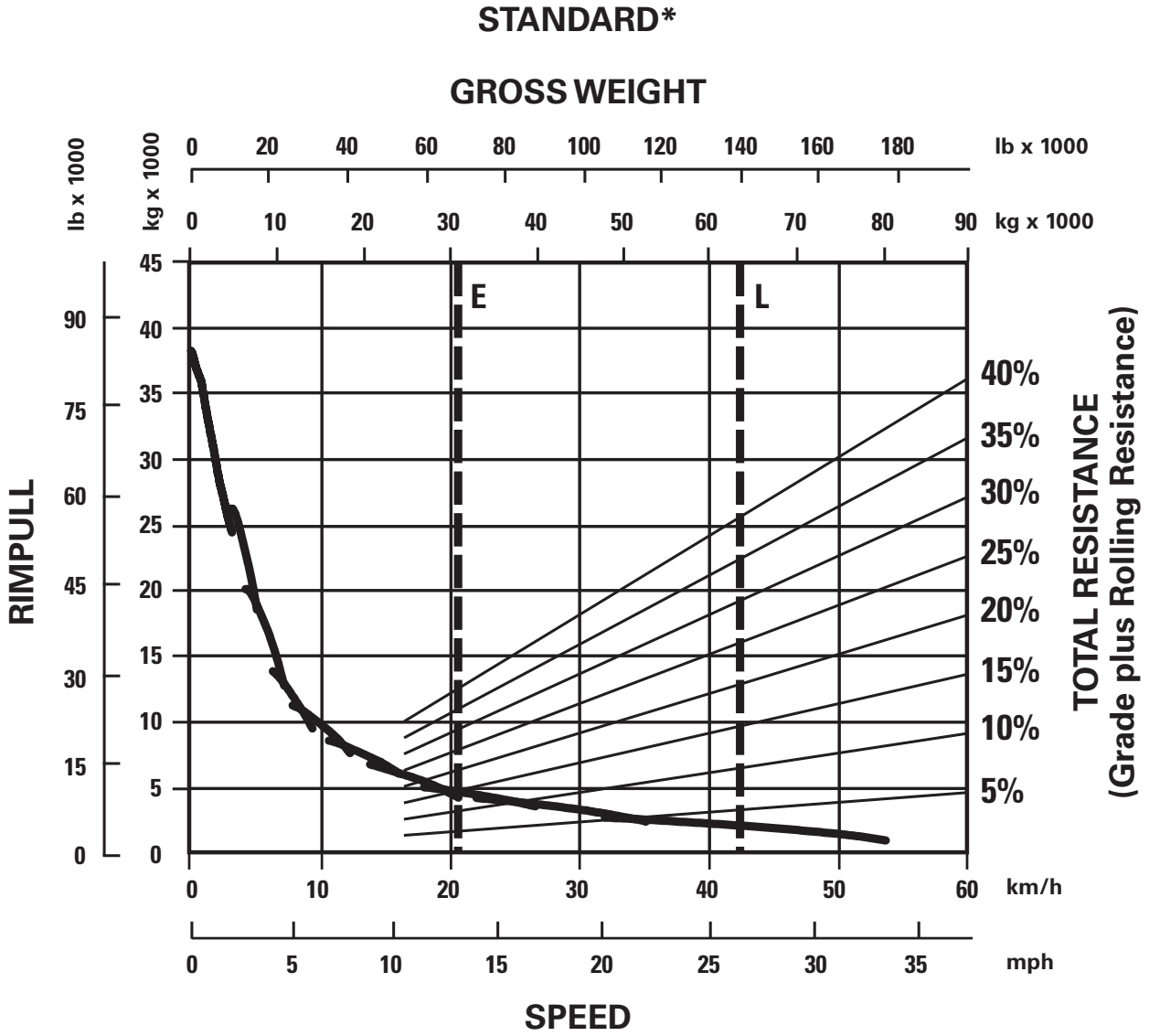
**KEY**

- 1A – 1st Gear (Converter Drive)
- 1B – 1st Gear (Direct Drive)
- 2 – 2nd Gear
- 3 – 3rd Gear
- 4 – 4th Gear
- 5 – 5th Gear
- 6 – 6th Gear
- 7 – 7th Gear
- 8 – 8th Gear
- 9 – 9th Gear

**KEY**

- E – Empty 31 400 kg (69,225 lb)
- L – Loaded 64 100 kg (141,316 lb)

735C Series Rimpull-Speed-Gradeability  
 ● 26.5R25 Tires  
 ● Tier 2/Stage II/Japan 2001 (Tier 2) equivalent



**KEY**

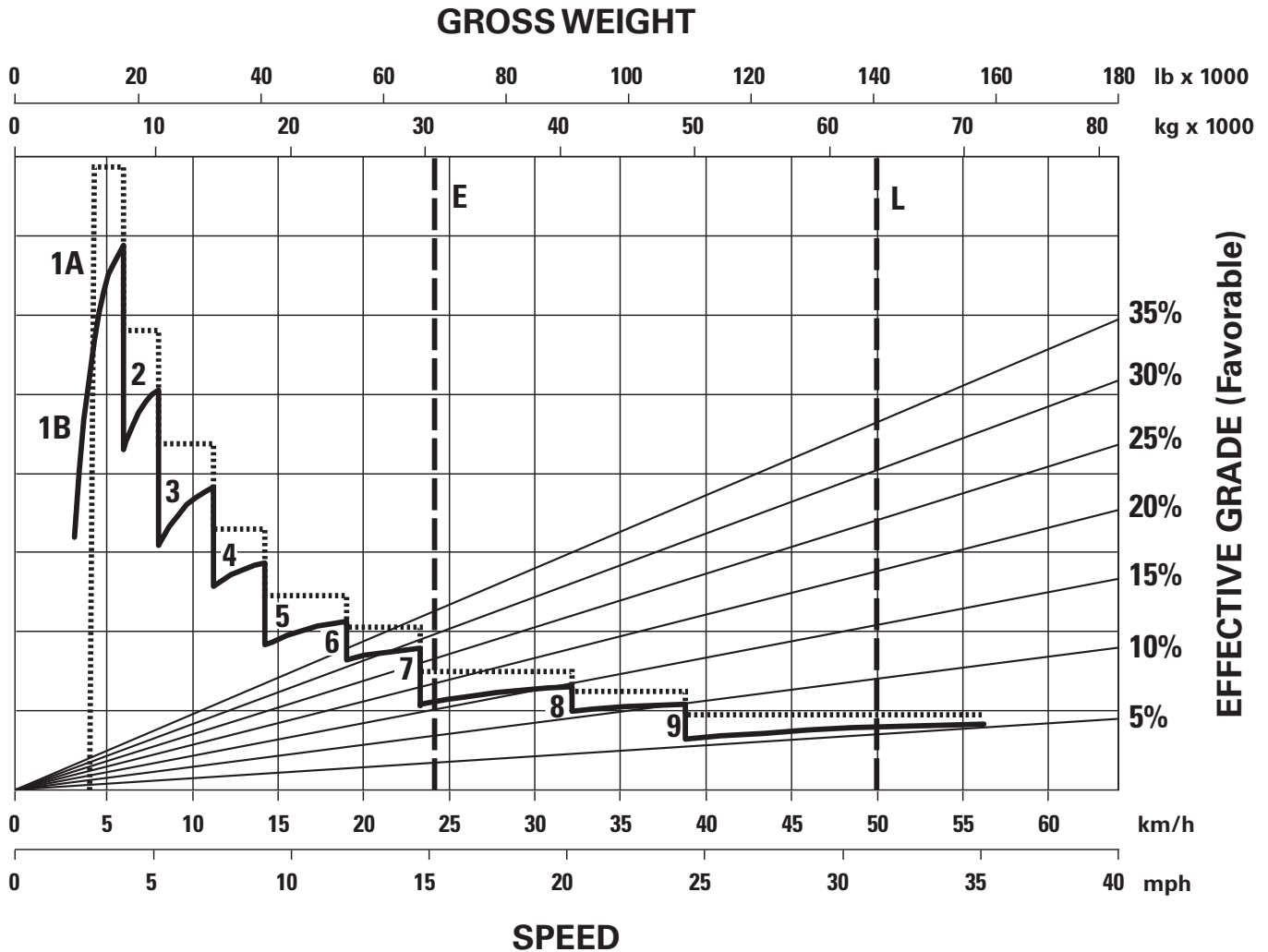
E — Empty 31 220 kg (68,800 lb)  
 L — Loaded 63 920 kg (140,900 lb)

\*At sea level.

**Articulated Trucks**

**735C Series Brake/Retarder Performance Curve**

- 26.5R25 Tires
- Tier 2/Stage II/Japan 2001 (Tier 2) equivalent



**KEY**

- 1A — 1st Gear (Converter Drive)
- 1B — 1st Gear (Direct Drive)
- 2 — 2nd Gear
- 3 — 3rd Gear
- 4 — 4th Gear
- 5 — 5th Gear
- 6 — 6th Gear
- 7 — 7th Gear
- 8 — 8th Gear
- 9 — 9th Gear

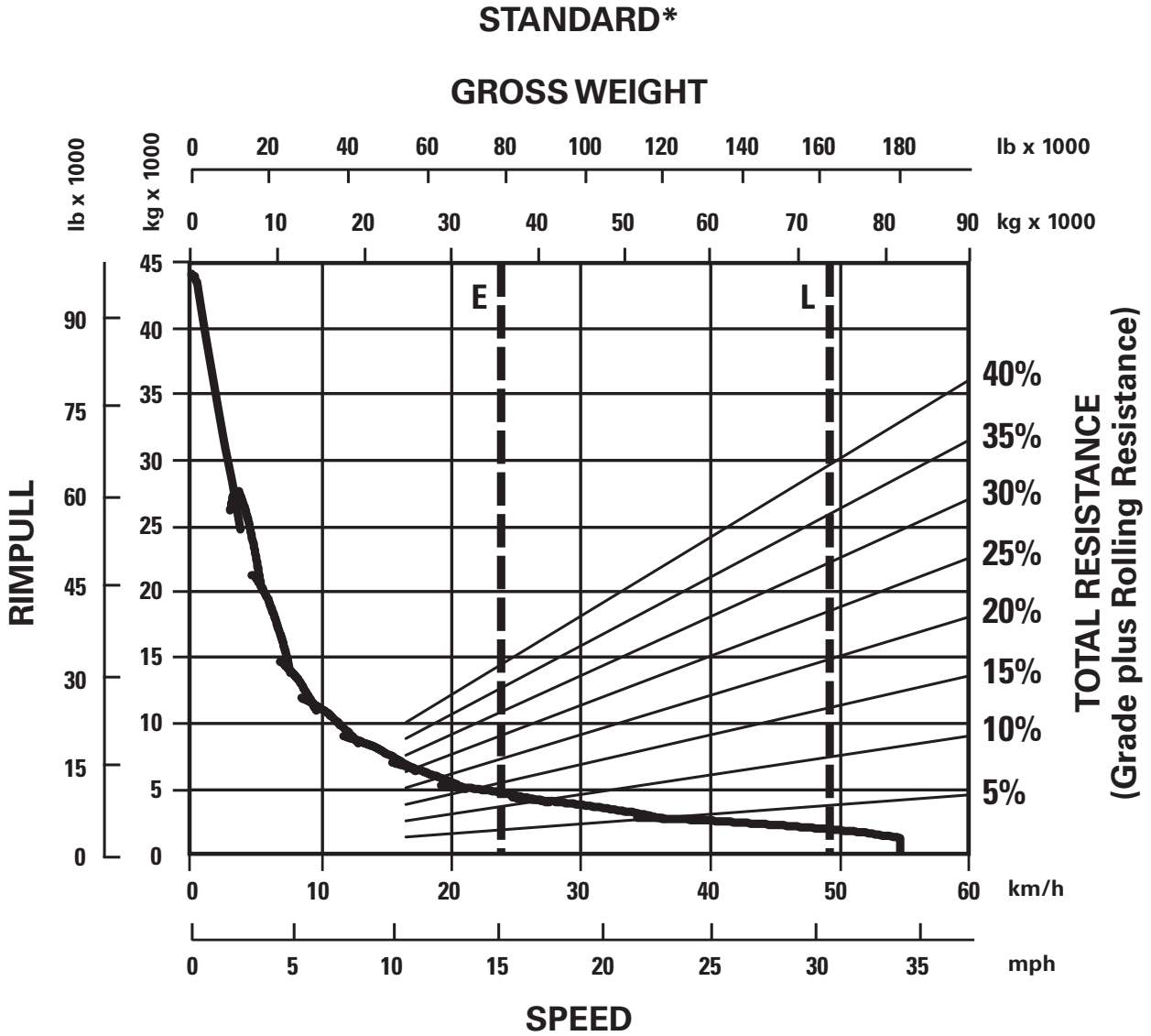
**KEY**

- E — Empty 30 970 kg (68,277 lb)
- L — Loaded 63 670 kg (140,368 lb)



740C EJ Series Rimpull-Speed-Gradeability  
 ● 29.5R25 Tires  
 ● Tier 4 Final/Stage IV/Japan 2014 (Tier 4 Final)

Articulated Trucks



KEY

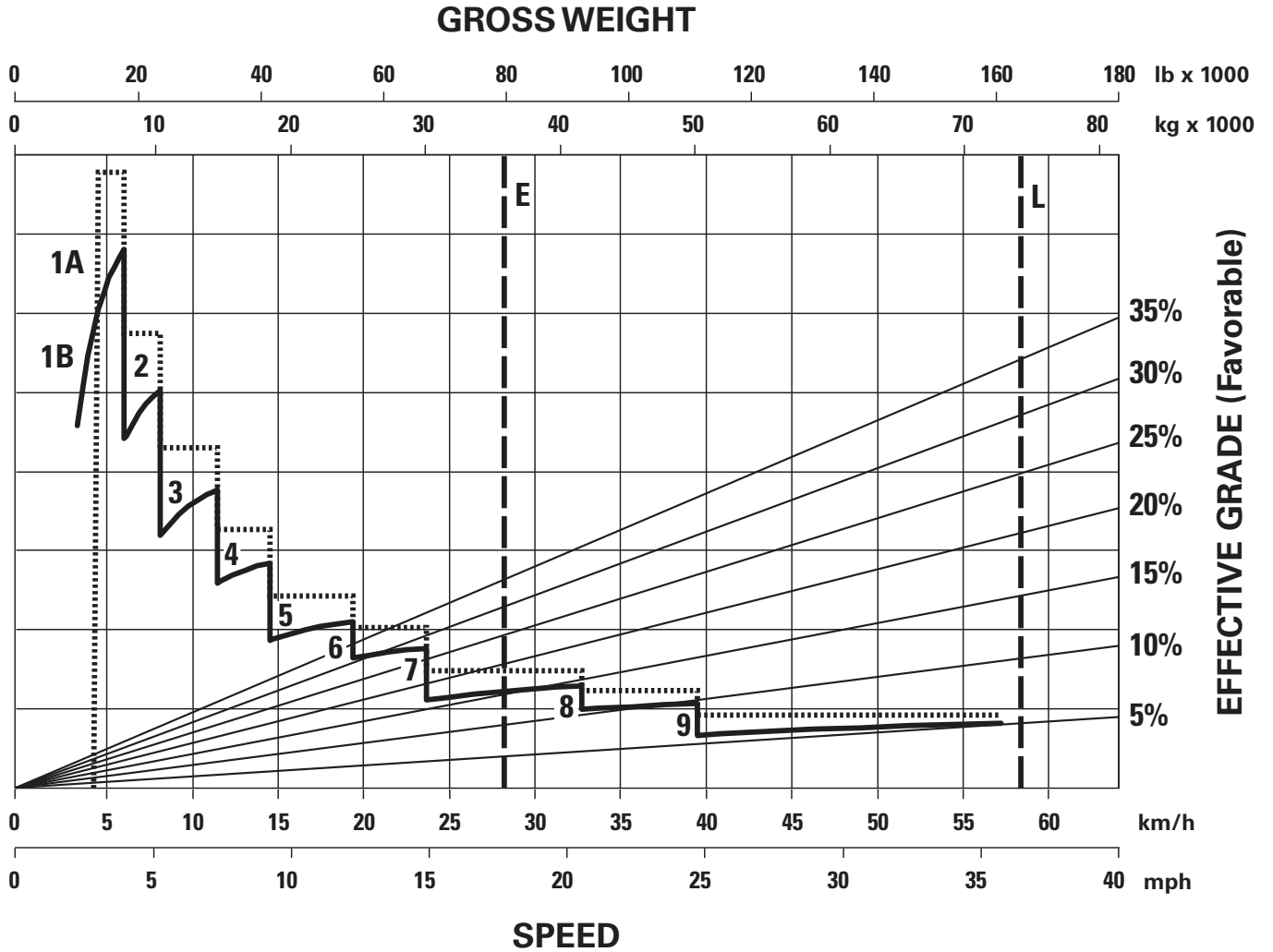
- E — Empty 36 000 kg (79,400 lb)
- L — Loaded 74 000 kg (163,100 lb)

\*At sea level.

**Articulated Trucks**

**740C EJ Series Brake/Retarder Performance Curve**

- 29.5R25 Tires
- Tier 4 Final/Stage IV/Japan 2014 (Tier 4 Final)



**KEY**

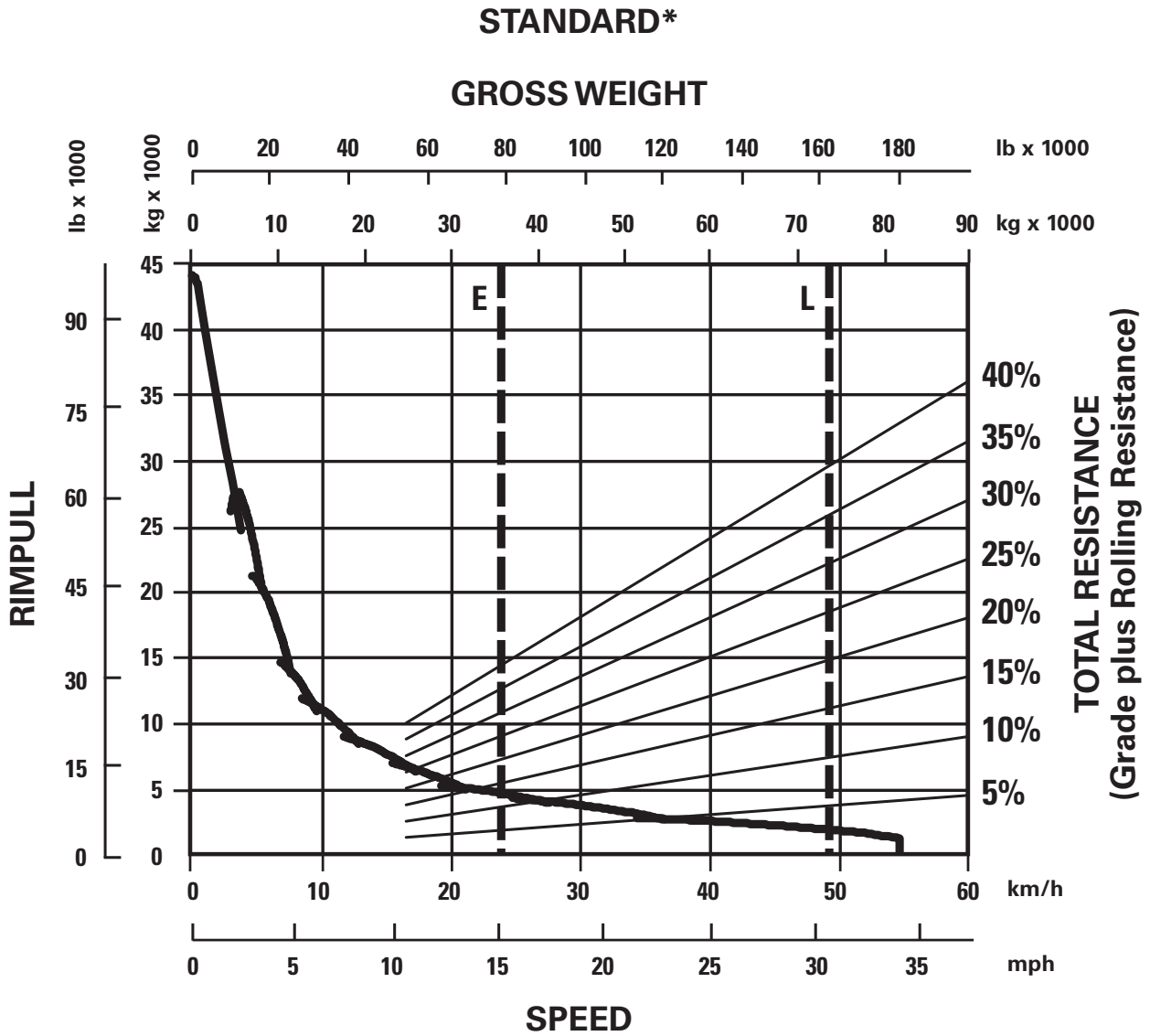
- 1A – 1st Gear (Converter Drive)
- 1B – 1st Gear (Direct Drive)
- 2 – 2nd Gear
- 3 – 3rd Gear
- 4 – 4th Gear
- 5 – 5th Gear
- 6 – 6th Gear
- 7 – 7th Gear
- 8 – 8th Gear
- 9 – 9th Gear

**KEY**

- E – Empty 36 070 kg (79,521 lb)
- L – Loaded 74 070 kg (163,296 lb)

740C EJ Series Rimpull-Speed-Gradeability  
 ● 29.5R25 Tires  
 ● Tier 2/Stage II/Japan 2001 (Tier 2) equivalent

Articulated Trucks



**KEY**

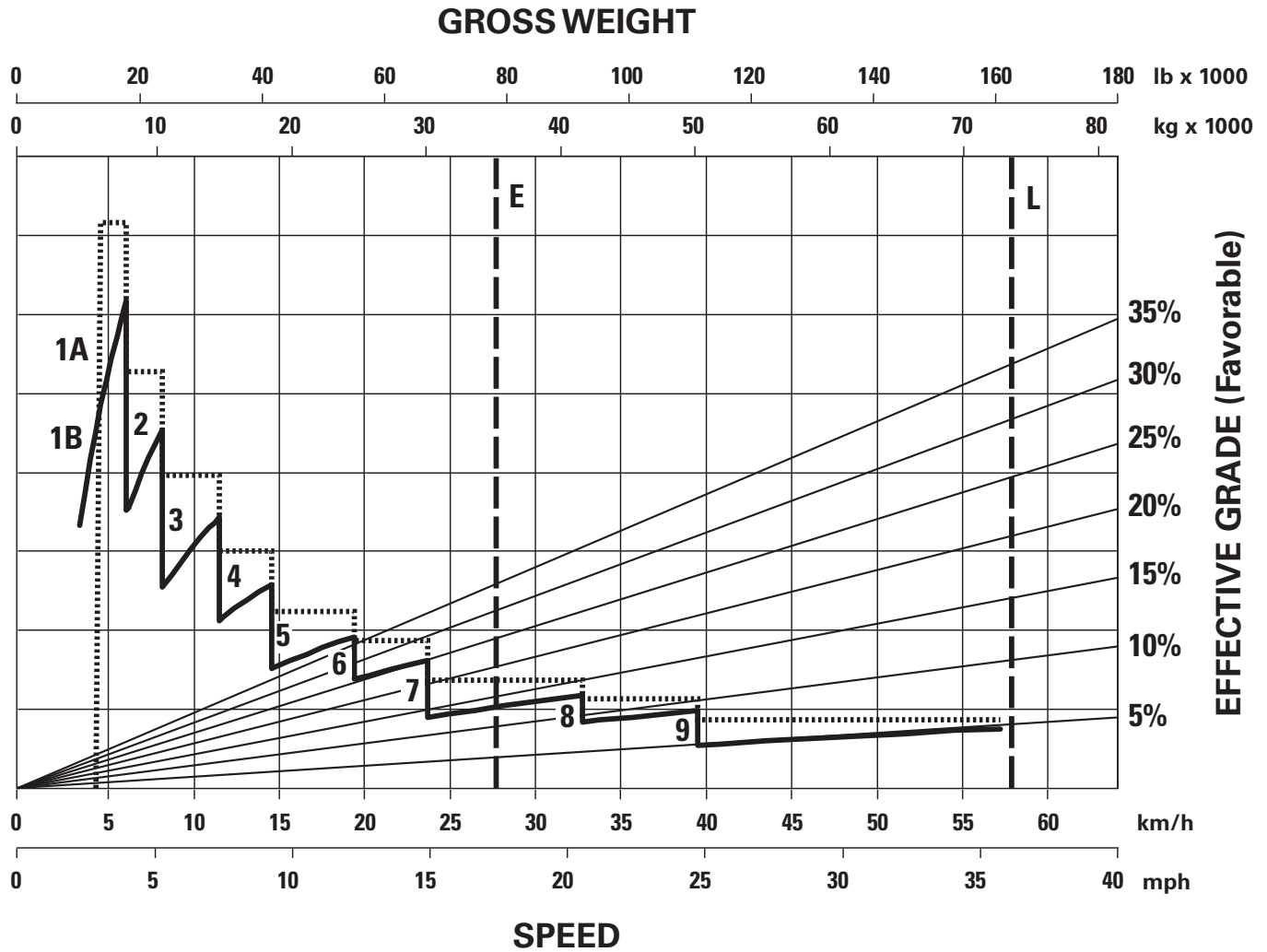
- E — Empty 36 000 kg (79,400 lb)
- L — Loaded 74 000 kg (163,100 lb)

\*At sea level.

# Articulated Trucks

## 740C EJ Series Brake/Retarder Performance Curve

- 29.5R25 Tires
- Tier 2/Stage II/Japan 2001 (Tier 2) equivalent



**KEY**

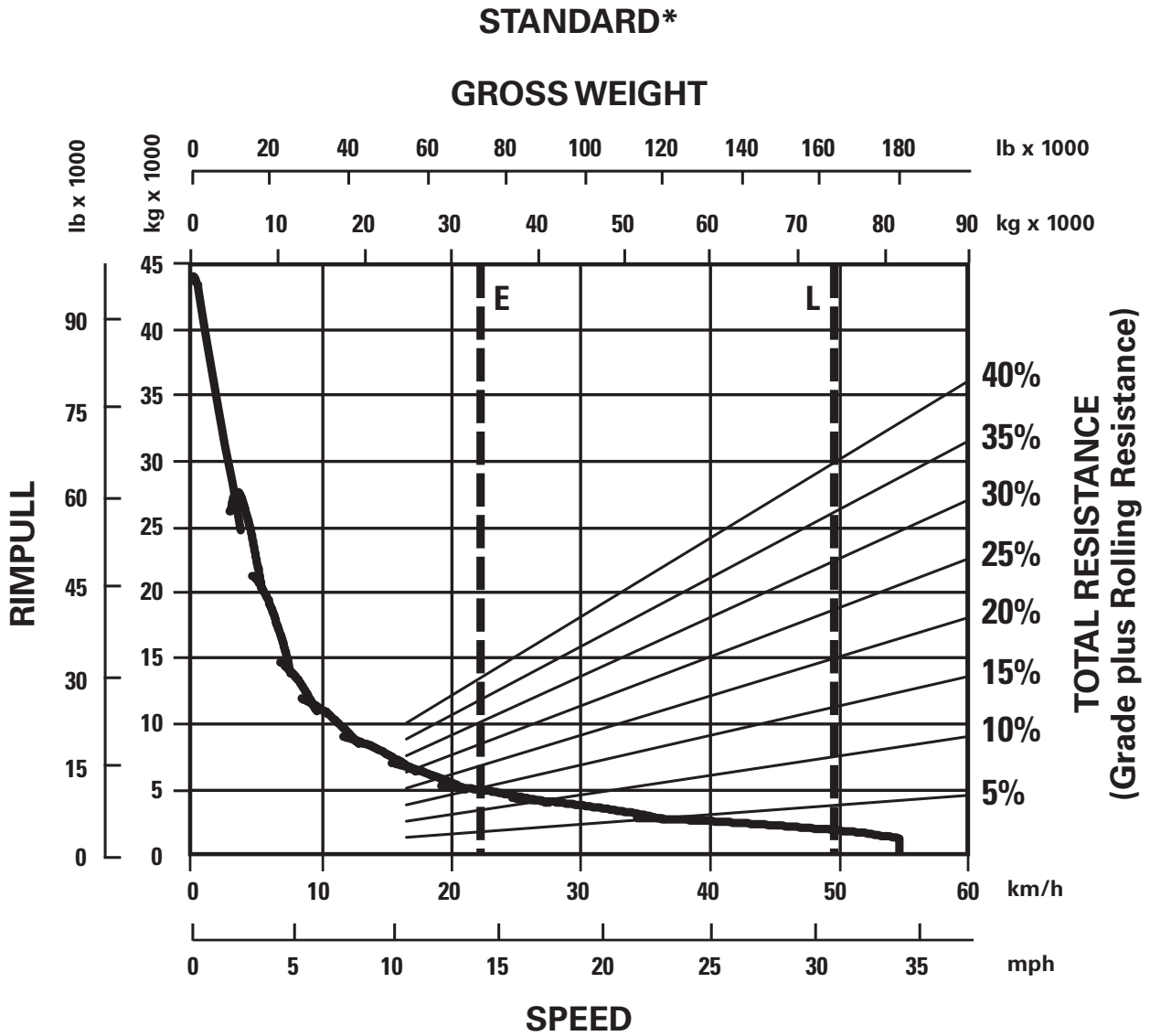
- 1A – 1st Gear (Converter Drive)
- 1B – 1st Gear (Direct Drive)
- 2 – 2nd Gear
- 3 – 3rd Gear
- 4 – 4th Gear
- 5 – 5th Gear
- 6 – 6th Gear
- 7 – 7th Gear
- 8 – 8th Gear
- 9 – 9th Gear

**KEY**

- E – Empty 35 540 kg (78,352 lb)
- L – Loaded 73 540 kg (162,128 lb)

745C Series Rimpull-Speed-Gradeability  
 ● 29.5R25 Tires  
 ● Tier 4 Final/Stage IV/Japan 2014 (Tier 4 Final)

Articulated Trucks



KEY

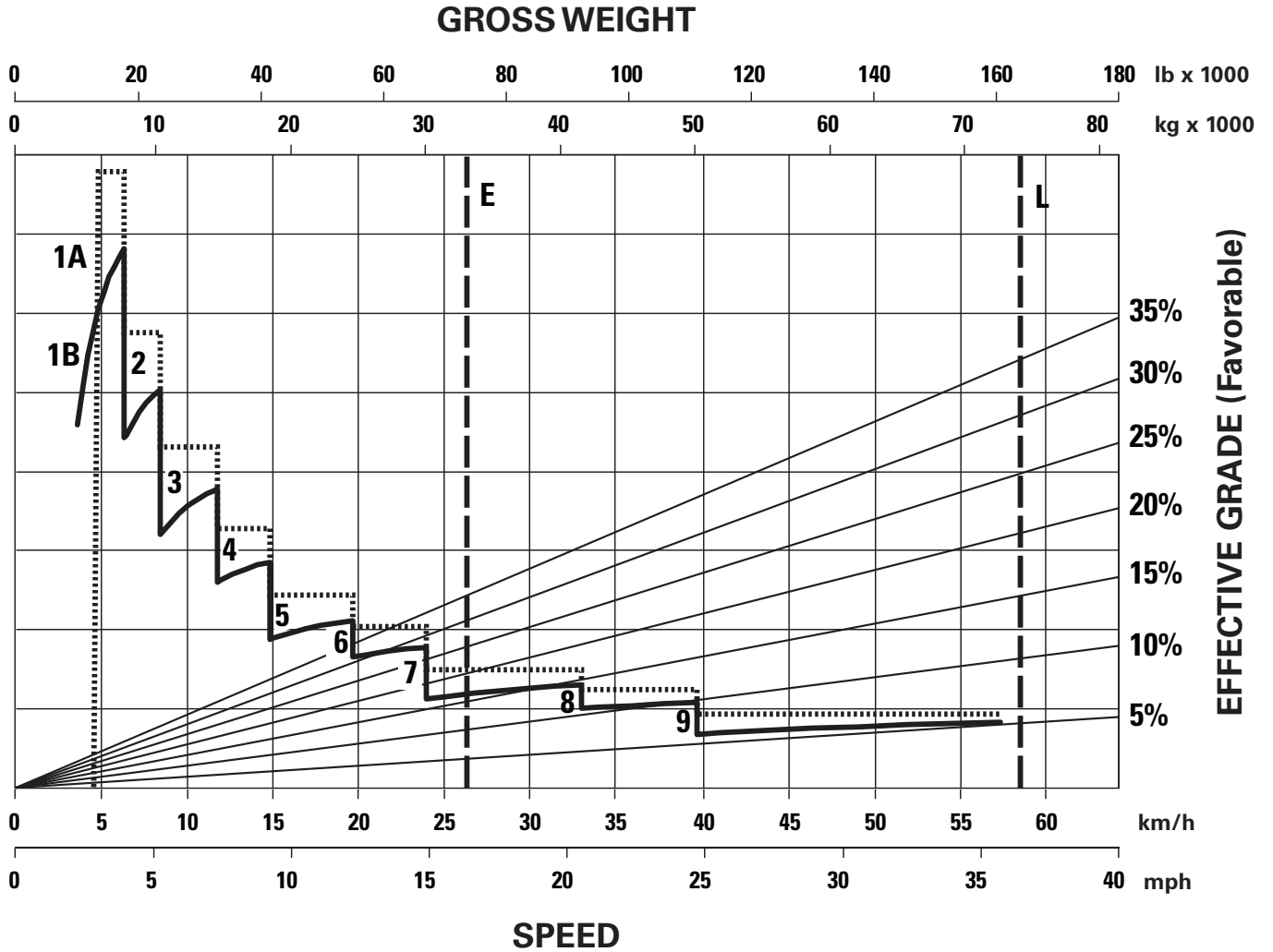
- E — Empty 33 600 kg (74,100 lb)
- L — Loaded 74 600 kg (164,500 lb)

\*At sea level.

**Articulated Trucks**

**745C Series Brake/Retarder Performance Curve**

- 29.5R25 Tires
- Tier 4 Final/Stage IV/Japan 2014 (Tier 4 Final)



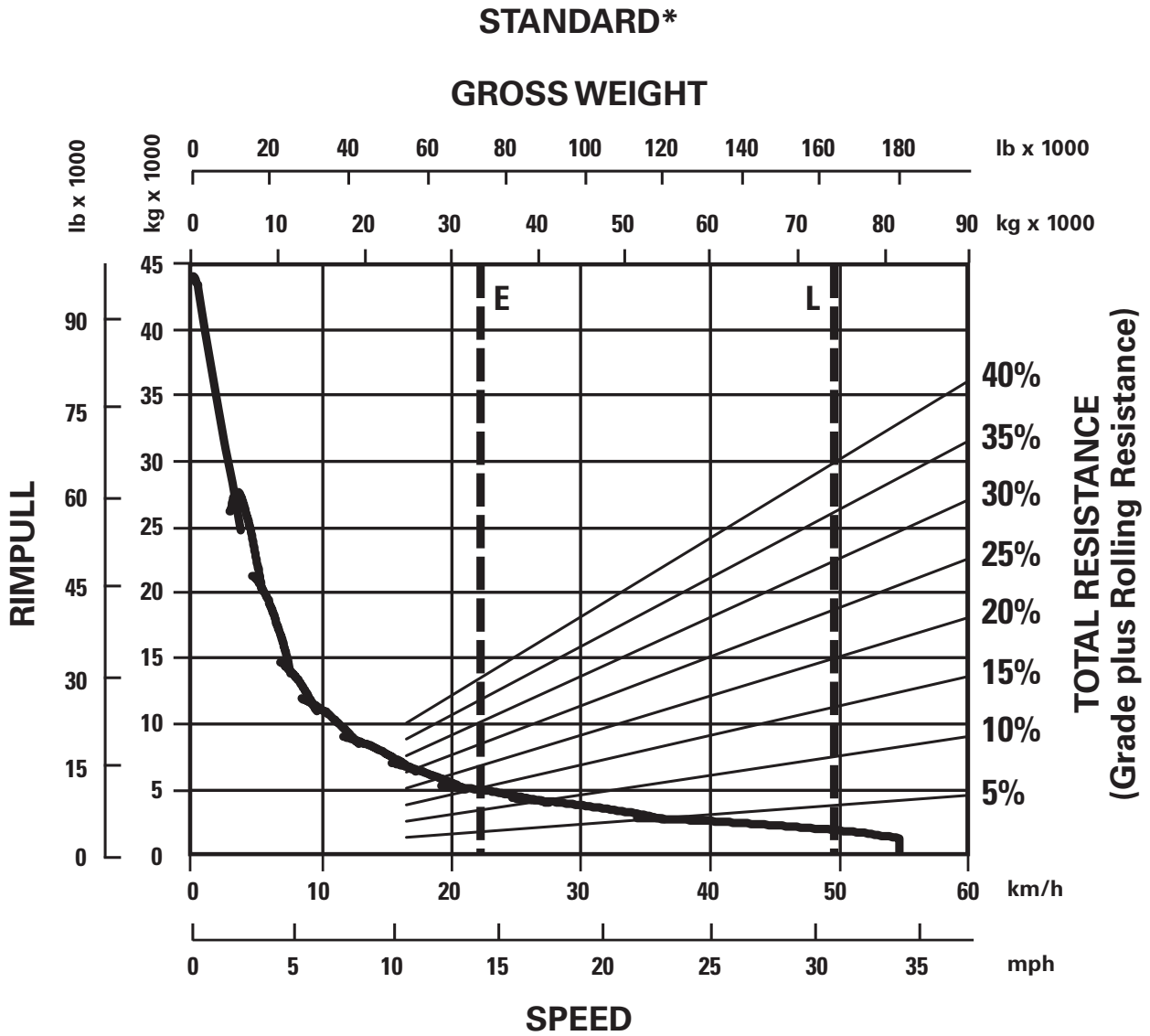
**KEY**

- 1A – 1st Gear (Converter Drive)
- 1B – 1st Gear (Direct Drive)
- 2 – 2nd Gear
- 3 – 3rd Gear
- 4 – 4th Gear
- 5 – 5th Gear
- 6 – 6th Gear
- 7 – 7th Gear
- 8 – 8th Gear
- 9 – 9th Gear

**KEY**

- E – Empty 33 400 kg (73,635 lb)
- L – Loaded 74 400 kg (164,024 lb)

745C Series Rimpull-Speed-Gradeability  
 ● 29.5R25 Tires  
 ● Tier 2/Stage II/Japan 2001 (Tier 2) equivalent



**KEY**

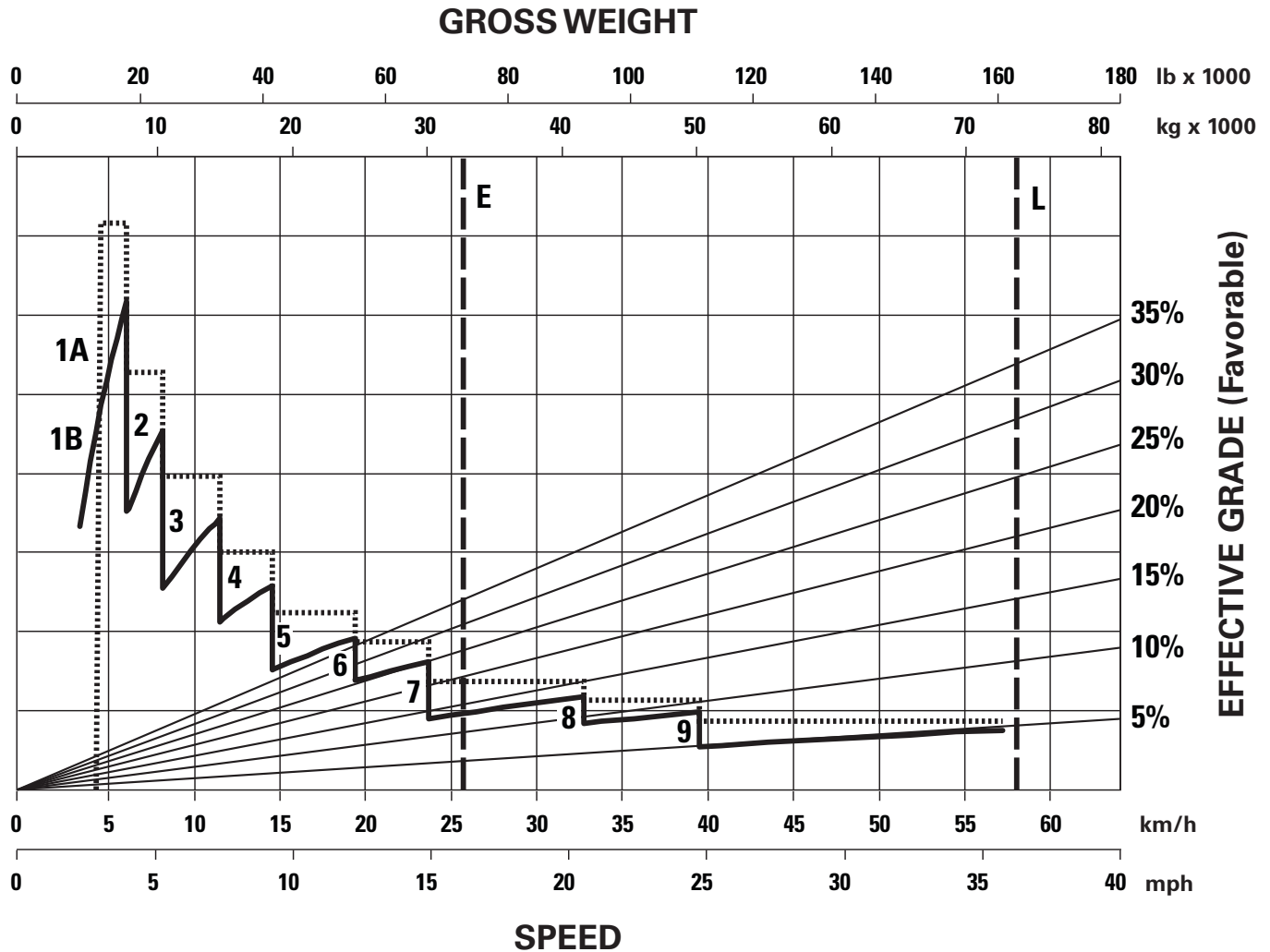
- E — Empty 33 600 kg (74,100 lb)
- L — Loaded 74 600 kg (164,500 lb)

\*At sea level.

**Articulated Trucks**

**745C Series Brake/Retarder Performance Curve**

- 29.5R25 Tires
- Tier 2/Stage II/Japan 2001 (Tier 2) equivalent



**KEY**

- 1A – 1st Gear (Converter Drive)
- 1B – 1st Gear (Direct Drive)
- 2 – 2nd Gear
- 3 – 3rd Gear
- 4 – 4th Gear
- 5 – 5th Gear
- 6 – 6th Gear
- 7 – 7th Gear
- 8 – 8th Gear
- 9 – 9th Gear

**KEY**

- E – Empty 32 870 kg (72,466 lb)
- L – Loaded 73 870 kg (162,855 lb)