

# ARTICULATED TRUCKS

## 325-330-330E

**CASE**



P R O F E S S I O N A L P A R T N E R

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## 325-330-330E



①

The widest **chassis** in the industry improves both traction and stability, in addition to allowing the use of inboard tipping cylinders for non ejector-bodied versions. Not only does this location protect the cylinders from damage, the improved lift geometry allows for a much gentler initial tipping action, thus reducing long term component wear.

②

A unique 30 tonne class, **ejector body** option is available, designed to maximise productivity when hauling wet or sticky materials - such as clay soils - and to allow access to job-sites with restricted overhead clearance.

③

The **sloping bonnet** provides the operator with the best visibility in its class, improving both site safety and productivity. Over the entire working life of the truck, such smart design elements provide a worthwhile, if mostly unseen, contribution to your financial bottom-line.



- ④ True **independent front suspension** provides the operator with a smooth ride, particularly noticeable on the unladen legs of a haul. Allowing just a few seconds to be saved on a single work cycle, such improvements soon mount-up to a noticeable productivity improvement over the lifetime of the project.
- ⑤ With few moving parts, the cast steel **dual rear suspension beams** are secured at each end for long-term reliability and durability, in addition to providing superior levels of **traction and stability** for improved performance.
- ⑥ Routine servicing of this truck could not be simpler, backed up by the Case global dealer network, able to tailor extended maintenance contracts to satisfy your exact local requirements.

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As a full line manufacturer, Case offers a complete systems solution to your bulk materials handling requirements. Articulated trucks, wheel loaders and hydraulic excavators form only a small part of the wide range of products and services offered by your local Case dealer. There are real economies of scale to be achieved by acquiring a total fleet from a single source, with the added confidence of all the products sharing the same design philosophy of low, long-term running costs, superior operator ergonomics and simplified maintenance routines.



There is no better view from the operator's seat of any articulated truck, thanks to the steeply sloping bonnet. Centrally located, the ROPS/FOPS cab structure is rubber mounted, climate controlled and soundproofed to provide the ultimate in working environments. The ergonomically designed cab is not only comfortable, the design heritage of these heavy duty, off-highway trucks ensures that robust, quality interior components last the lifetime of the vehicle in the harshest of operating environments.



To aid discharge performance and stability, the tipping body features a wide bottom section. Coupled with unique scow angles and tipping geometry, this does away with the need for a tailgate with the majority of materials. Manufactured from Hardox 400 steel, the heavy duty body discharges safely and quickly, for maximum productivity with low lifetime maintenance costs. Such easy-to-service vehicles, with superior technology and low, long-term operating costs, attract high residual values, reducing the total costs of ownership.





Believed to be the only 30 tonne class ejector-bodied truck available, the reinforced body is equipped with an ejector plate running on three guide rails along the length of the structure. A 4-element, hydraulic cylinder, mounted horizontally, is used to eject the load, either to form a traditional stockpile or, with materials such as gravel, discharge on the move. The thickness of the spread material can be controlled by the position of the tailgate, controlled by the operator from a simple lever in the cab.



Not only do complex routine servicing schedules cost you time, missed daily or routine servicing costs you money in the long term. What could be simpler than stepping down from the cab and activating a switch; opening the one-piece bonnet by its own electric-hydraulic mechanism? This design innovation allows a steep angle of attack to be achieved on the front of the chassis; at the same time the aggressively sloped bonnet provides superior visibility.



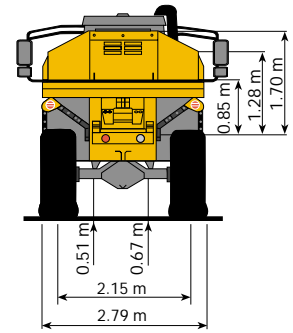
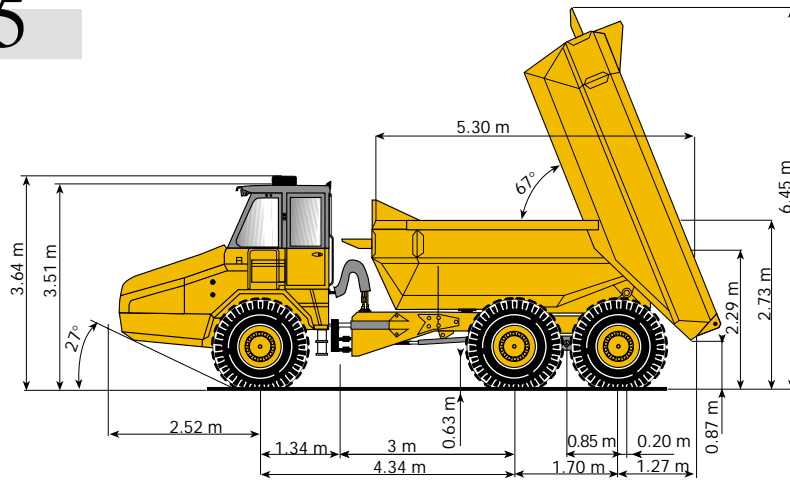
Independent front suspension and the robust, oscillating rear suspension are fitted on wide chassis rails made from extruded steel, for long-term reliability with low maintenance costs. Such innovations are designed to bring long-term cost and productivity benefits to your business, from a business partner dedicated to providing a world-class level of after sales support through the Case global dealer network.



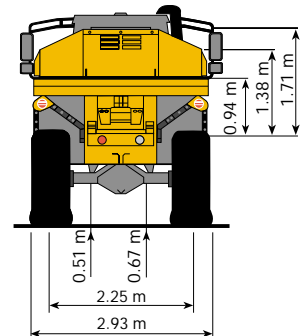
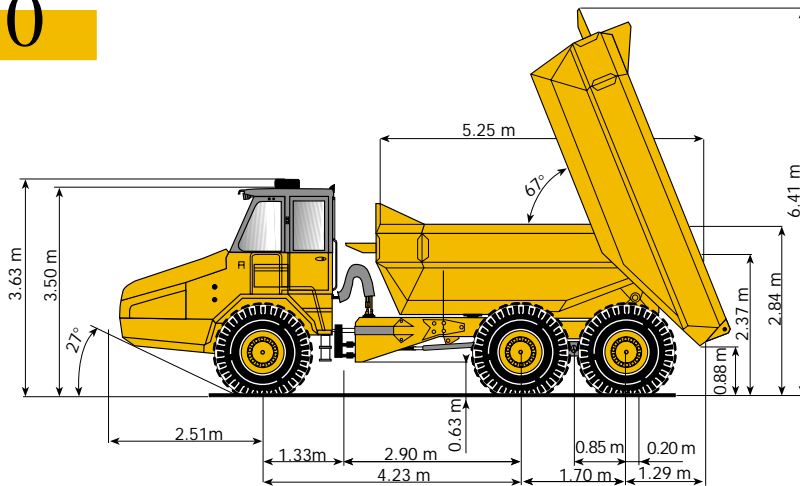
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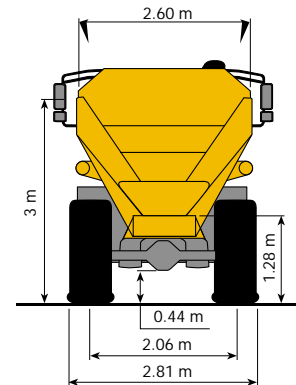
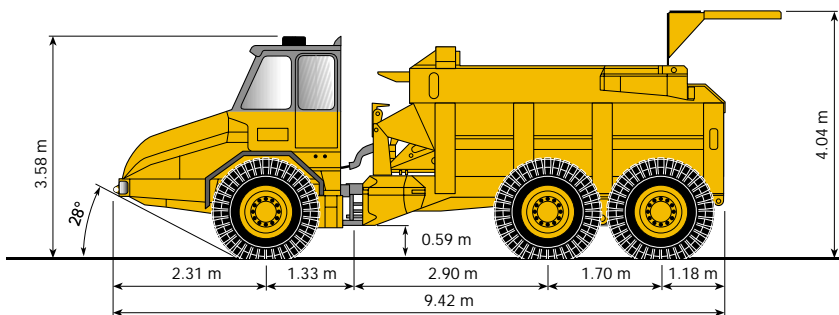
### 325



### 330



### 330E



#### CAPACITIES

	325	330	330E
SAE struck (m <sup>3</sup> )	10.6	13.0	13.0
SAE heaped (m <sup>3</sup> )	13.3	16.0	16.0
Max. payload	23 t	27 t	27 t

## ENGINE

The 6-cylinder, turbocharged, intercooled diesel engines provide a reliable and economic power source, used in many heavy duty industrial vehicle applications throughout the world.

325                      330                      330E

Make	Cummins	Cummins	Cummins
Model	6CTAA 8.3C	QSM 11-C	QSM 11-C
Displacement	8.3 litres	10.8 litres	10.8 litres
Bore/Stroke (mm)	114 x 135	125 x 147	125 x 147
Max. power *	194 kW	216 kW	216 kW
	260 hp	290 hp	290 hp
Max. Torque **	1123 Nm	1291 Nm	1291 Nm

\* DIN6271 at 2200 rpm (325) 2100 rpm (330/330E)  
\*\* at 1300 rpm

## VEHICLE CAPACITIES

	325 litres	325 litres	325 litres
Fuel tank	325 litres	325 litres	325 litres
Hydraulic circuit	200 litres	200 litres	200 litres
Engine oil	22 litres	33 litres	33 litres
Transmission	26 litres	26 litres	26 litres
Front drive axle	13 litres	13 litres	13 litres
Centre drive axle	17 litres	17 litres	17 litres
Rear drive axle	13 litres	13 litres	13 litres

## WORKING SPEEDS

With a transmission ratio of 1.77:1 and equipped with standard tyres, the vehicles are designed to attain the following speeds (kph)

Gear	Ratio			
F1	5.56:1	5.2	5.0	5.0
F2	5.56:1	8.1	7.7	7.7
F3	2.26:1	12.9	12.3	12.3
F4	1.47:1	19.9	18.9	18.9
F5	0.94:1	30.9	29.5	29.5
F6	0.61:1	47.6	45.6	45.6
R1	5.27:1	5.5	5.3	5.3
R2	2.14:1	13.0	13.0	13.0
R3	0.89:1	31.1	31.1	31.1

## ELECTRICAL SYSTEM

TA 24V 4.8 kW starter motor is powered by two 140 A/h batteries, with a 70 Amp alternator.

## FRONT SUSPENSION

The independent front suspension features integrated oil and air, long stroke cylinders, providing a high level of oscillation and vertical movement for superior traction and operator comfort.

## REAR SUSPENSION

Two cast beam suspension members are located at each side of the chassis and secured at each end for long-term reliability. With fewer moving parts than other designs, the unique rear suspension systems combine exceptional levels of traction and stability with low, long-term maintenance costs.

## STEERING

The articulated chassis is equipped with an Orbitrol hydraulic steering system, which features two linked double acting cylinders, for bi-directional steering force. An electro-hydraulic emergency steering system is fitted as standard.

## TRANSMISSION

The ZF model 6WG210 transmission provides the operator with the option of fully automatic or powershift control of the smooth shifting, 6 forward and 3 reverse gear ratios. The integrated torque converter automatically locks up in all forward gears.

## TORQUE DISTRIBUTION

Each of the three ZF model AP9 drive axles is equipped with a locking differential. In addition, there is a primary differential which distributes power between front and rear bogies and a second locking differential provides the same function for the rear two axles. This provides the truck with exceptional adhesion with gradability up to 40% (18 degrees).

## TYRES & BRAKES

Standard tyres: 23.5R25  
Option on 325: 20.5 x 25 or 650/65  
Option on 330/330E: 750/65

All 6 wheels are equipped with dry disk brakes, operated by a dual hydraulic circuit, with a parking brake featuring hydraulic release.





# ALL YOU NEED IS CASE

## SERVICE & SUPPORT THE CASE DEALER YOUR PROFESSIONAL PARTNER

World-class construction equipment is just the start with Case. Your local Case dealer is a total solutions provider. Look to Case dealers to help find the right size machine, attachments and options to meet the demands of your job.

Case dealers help you maximise machine uptime - and profitability. That means you can focus on the job, knowing your Case dealer is never far away.

Case dealers stand behind the equipment they sell, with skilled service technicians fully equipped to resolve your maintenance and repair issues and, the support of a global parts network, recognised as second to none in the industry.

But it doesn't stop there. Through Case Credit, your local Case dealer offers flexible financing options, leasing packages and insurance services to protect your investment.

When you need more than just equipment, Case dealers deliver. More.



**NOTE:** Standard and optional fittings can vary according to the demands and specific regulations of each country. The illustrations may include optional rather than standard fittings - consult your Case dealer. Furthermore, CNH reserves the right to modify machine specifications without incurring any obligation relating to such changes.

Conforms to directive 98/37/CE



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