

922G



THE OBVIOUS CHOICE FOR EARTHMOVING IN SOFT TERRAIN AND AREAS DEMANDING VERY LOWGROUND PRESSURE.

- 22 ton payload
- Three axle, articulated multichassis
- Bogie axle with high pendulum angle
- Very low ground pressure
- Superior terrain handling
- Market-leading power-to-weight ratio
- Road version: 922G 2.55 - only 8.37 ft wide

Hydrema

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HYDREMA
KEEPS YOU MOVING

TECHNICAL DATA

CHASSIS

Articulated chassis with pendulum bar and double hydraulic stabilizers in the center pivot. Gives a high degree of stability both when driving and dumping. Fabricated in high tensile steel in order to obtain the highest possible strength and the lowest possible unladen weight. Fuel tank 65.99 imp. gal. Ad Blue tank: 6.82 imp. gal. Oscillation: +/- 12°.

AXLES

Front: Rigid axle with electronically controlled suspension and level control. Individual level control on each side aligns the machine in optimal position. The front axle has a differential lock with 75% locking action. Rear: Heavy duty boogie axle with reduction gear in the hubs. Simple and maintenance-free design. Large pendulum angle.

HYDRAULIC SYSTEM

Consists of 5 hydraulic pumps: Pump 1: 6.82 imp. gal/min constant flow pump for brakes, stabilizer, differential lock and suspension. Pump 2: 40.70 imp. gal/min variable pump for articulated steering. Pump 3: 26.64 imp. gal/min constant flow pump. Pump 4: 42.89 imp. gal/min constant flow pump for additional retarder power. Pump 5: 14.08 imp. gal/min variable flow pump for emergency steering.

BRAKES / RETARDER

Full dual-circuit brake system with oil immersed disc brakes on all 6 wheels. Fail-Safe parking brake on the front axle. Maintenance free brakes. Manually operated retarder which is a combination of engine brake and hydraulic retarder.

Max. Retarder Power: 230 kW/312 hp

ELECTRICAL SYSTEM

Standard 24V system with 70 Amp. alternator. Batteries: 2x 12V, 100Ah.

ENGINE

Cummins B6.7 liter 6 cyl. Stage-V engine with DOC, DPF and SCR catalyst with Ad-Blue additive. 24-valve common rail turbo diesel with intercooler and electronic variable turbocharger (used for engine brake). Max. Power: 231 kW/314 HP at 2000 rpm. Max. Torque: 949 lbf-ft at 1500 rpm.

TRANSMISSION

ZF ERGOPOWER 6WG-210 aut. Transmission with 6 forward and 3 reverse gears. The transmission is equipped with 100% lockup in all gears and manual activated differential lock between the front and rear. Automatic or manual gearshift. Max speed: Forward: 311 mph - Reverse: 19.3 mph Max. tractive effort: 50,145 lbf.

Dumptruck body

Body in high tensile Hardox 450 steel without side ribs. The double action tipping cylinders are located under the body for maximum protection. Option: exhaust heated body and hydraulic activated tail gate. Tipping time: Up 7,5 sec. / Down 5,5 sec. Tipping angle: 70°.

DIMENSIONS

		922G	922G HM	922G 2.55
Tires		600/60-30.5	800/45-30.5	EM 20.5R25
Machine weight	lb	30,203	31,195	31,747
Carrying capacity	lb		48,502	
Width over tyres		94.1 i (7 ft 10.1 in)	125.2 in (10 ft 5.2 in)	100.4 in (8 ft 4.4 in)
Height (cabin)			137.4 in (11 ft 5.4 in)	
Ground clearance			18.9 in (1 ft 6.9 in)	
Wheelbase, bogie			64.4 in (5 ft 4.4 in)	
Wheelbase, front/rear			211.4 in (17 ft 7.4 in)	
Total length			400.6 in (33 ft 4.6 in)	
Turning radius	ft	36.32	36.71	35.70
Ground pressure (full load)	psi	19.0	14.2	21.2

CAB

Spacious ROPS/FOPS approved cab with viscous mounts and excellent view. Air suspended seat with ventilation and longitudinal damping. Adjustable steering wheel and multi-joystick control.

SAFETY

Additional safety is provided via a rearview camera that provides improved visibility and complies with the ISO 5006 standard. A brake indicator alerts you if the brakes are at risk of overheating.

STEERING

Servo activated hydrostatic steering. Separate variable pump for steering function. Max. steering angle: +/- 38°



Subject to change. Photos may be shown with optional equipment

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