E-series
Articulated Dump Trucks

B25E | B30E MK2

Tier 4f/Stage IV Certified
E is for evolution

Your business is our business. Bell Articulated Dump Trucks haul more, for longer at the lowest cost-per-ton to deliver more on your profit margins.

As a global leader in Articulated Dump Trucks, Bell Equipment brings you the world class E-series range. The evolutionary E-series is packed with class leading features that deliver production boosting payloads, lower daily operating costs, superior ride quality and uncompromised safety standards. Bell E-series ADTs will give your business the competitive edge you need.

<table>
<thead>
<tr>
<th>Specifications</th>
<th>B25E</th>
<th>B30E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross power</td>
<td>210 kW (281 hp)</td>
<td>246 kW (329 hp)</td>
</tr>
<tr>
<td>Operating mass</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Empty</td>
<td>19,660 kg (43,343 lb)</td>
<td>20,140 kg (44,401 lb)</td>
</tr>
<tr>
<td>Loaded</td>
<td>43,660 kg (96,254 lb)</td>
<td>48,140 kg (106,131 lb)</td>
</tr>
<tr>
<td>Rated payload</td>
<td>24,000 kg (52,911 lb)</td>
<td>28,000 kg (61,729 lb)</td>
</tr>
<tr>
<td>2:1 heaped capacity</td>
<td>15 m³ (19.5 yd³)</td>
<td>17.5 m³ (22.9 yd³)</td>
</tr>
</tbody>
</table>
The new E-series range takes ADT functionality to new industry standards, with customer-focused enhancements and the highest level of automated machine protection available.

Through substantial investments in Research and Development and employing industry leading technology, advancements have been made in the key areas of performance and fuel efficiency – helping you to move more material at lower operating costs and environmental impact.
Building on from the D-series platform, Bell Equipment’s evolutionary approach to design delivers optimized power-to-weight ratio and legendary fuel efficiency.

- Limited-slip differentials and electronically controlled automatic Inter-axle Differential Lock (IDL) provide Automatic Traction Control (ATC) in poor underfoot conditions.
- The best-in-class payload-to-weight ratio means that more of your fuel cost is spent moving the material, not running the machine, decreasing your cost per ton.
- An industry leading, fully automatic six-speed planetary transmission with torque converter lock-up maximizes fuel efficiency.
- Automatic retardation slows the truck when the operator backs off the accelerator pedal for more confidence on steep grades and enhanced brake life.
- Electronic common rail fuel system provides high injection pressures even at low engine speed for improved cold-starting ability, low-speed response and reduced emissions.
- The short front end provides the best approach angle that allows these ADTs to attack steep terrain.
- High-travel suspension keeps all tires in constant contact with the ground, for optimum traction.

- Planetary powershift transmission optimizes shift points to match conditions and vehicle weight while protecting the transmission from operator error and abuse.
- The transfer case inter-axle differential delivers equal torque to each axle when traction is favorable. When conditions deteriorate, the diff-lock automatically engages to deliver torque to the tires that can best use it.
- A tailgate is available as an option for better material retention. The tailgate opens as the bin is raised for dumping. Spring steel straps maintain positive seal throughout the haul, ensuring minimal material is lost.

High-strength steel and widely spaced taper roller bearings in the articulation area enhance long-term durability.

Building on pedigree

Building on from the D-series platform, Bell Equipment’s evolutionary approach to design delivers optimized power-to-weight ratio and legendary fuel efficiency.
Our innovative rear suspension comfort ride option is available as an option to even further enhance ride comfort by ensuring minimal whole body vibration exposure.

Productivity increases, through reduced cycle times, and reduced haul road maintenance are even further benefits of the simple, but extremely successful system. Long haul cycles with rough, hard roads will see maximum benefit, especially on the unladen run.

Improved payloads, faster haul cycles and industry leading fuel economy all help you move more material at a lower-cost-per-ton than your competitors.

Class leading payload-to-weight ratio means that more of your fuel cost is spent moving the material and not running the machine - for maximum productivity and profitability.

With a high oscillating frame joint, articulated steering, and high-floatingation tires, these hard working haulers won’t let wet weather or steep grades dampen your plans.

Improved payloads, faster haul cycles and industry leading fuel economy all help you move more material at a lower-cost-per-ton than your competitors.
Uncompromised durability

Built smarter, to work harder. Bell ADTs offer optimized machine weights so you spend more time and money moving material and not running the machine.

With decades of ADT experience, the new Bell E-series articulated hauler is designed and manufactured using purpose built, reliable Bell components best suited for the toughest of conditions. The central oscillation joint, high suspension travel on all axles, and balanced weight distribution provide the agility and ability to navigate hostile terrain.

The high-strength steel chassis delivers strength and rigidity without excess weight.

For comfortable productivity, the A-frame suspension system coupled with hydropneumatic suspension struts reduce the lateral vibration often experienced with off-road conditions. A superior suspension seat provides additional isolation for the operator.

Rough terrain demands tough suspensions. Heavy-duty components absorb shocks and come back for more. You get best-in-class suspension travel and ground clearance, too.
Other uptime-boosting features include world class on-board diagnostics with live stream functionality, solid-state sealed switches and satellite fleet management system.

High-strength welded-alloy steel chassis and reinforced articulation joints, offer superior strength and durability with optimized weight for class leading power-to-weight ratio. Lower machine mass reduces powertrain and structural stress.

- Dual circuit hydraulically actuated dry-disc brakes on the B25E deliver consistent “on-the-mark” braking, even in cold weather. Simplified design makes them easy to maintain.
- Class leading engine braking coupled with automated transmission retardation, provides superior braking power and reduces service brake wear.
- Fully enclosed, dual circuit wet disc brakes on the B30E offer superior braking performance and extended service life essential for wet and muddy conditions. Oil-immersed wet-disc brakes are virtually maintenance-free.
- Viscous electronically controlled direct-drive engine fans provide cooling for the best efficiency.
Run leaner and cleaner

A combination of an optimally tuned engine and weight optimized complete machine package ensure that Bell ADTs have a minimal carbon footprint.

**SCR uses AdBlue®/DEF which**
- is non-toxic, odorless, low cost and simple to refill.
- is injected into the flow of the exhaust gases and reacts with the NOx gases in the catalytic convertor to form harmless nitrogen and water.
- is consumed at approximately 3-5% of your fuel usage.

**EGR**
- recirculates burnt exhaust gas back into the combustion chamber, lowering combustion temperatures and NOx production.
- on the Mercedes Benz engine, does not require a diesel particulate filter (DPF) and associated regeneration.

- Reduced emissions
- Improved engine efficiency
- Lower fuel consumption
- Improved power
- Improved torque
- Improved engine response
The all-new truck platform has been specifically engineered to handle future emission requirements and take ADT innovation into the next era.

Bell Equipment’s evolutionary E-series runs “Blu@dvantage™” SCR-technology (Selective Catalytic Reduction) – an industry leading standard in fuel-efficient emission control, designed specifically for the off-highway market to be compliant to Stage IIIIB and Tier 4i. Engine power and fuel consumption have been further optimized through event dependent software that controls retardation, cooling and charging of accumulators.
Operate with ease

Using the latest in automotive technology and state-of-the-art tooling, the E-series takes operator experience to new heights.

Climb into the cab of a Bell ADT and you will feel right at home. Its quiet, spacious interior, ergonomically positioned operator station and climate-controlled cabin is loaded with productivity boosting comfort and convenience features that minimize operator fatigue and enhance the operator’s experience. Modern flowing lines, in keeping with current styling trends on road vehicles, offer unsurpassed levels of visibility.

From the state-of-the-art 10” full color screen, automotive mouse interface and sealed switch module with centrally located sealed display unit to air suspension seat, tilt/telescoping steering wheel and optional CD player with high-output speakers, the E-series provides everything your operators need to perform at their best.

Easy-to-understand instruments and intuitive controls wrap around the operator so they’re easier to view and operate.

A user friendly 10” color monitor offers vital operating information, safety warnings, detailed diagnostic readings and dump body function settings.

An automotive controller provides menu navigation on the color monitor to extract information on machine operation and adjustment of machine settings.
A purpose designed HVAC climate-control system with automotive-style louvers keeps the glass clear and the cab comfortable.

New machine styling and cabin design improvements, which include full glass access door and high visibility mirror package, provide exceptional all-round visibility.

You won’t find retarder pedals or levers in a Bell truck. Retarder aggressiveness is simply set on the switch pad. Everything else is automatic.

The standard sound-suppression package significantly reduces noise levels and operator fatigue.

The adaptive transmission control adjusts clutch engagement to ensure smooth, consistent shifts throughout the life of the truck.

A fully adjustable air-suspension seat with variable damping, auto height adjust according to operator weight, pneumatic lumbar support and multipoint harness for class-leading comfort and safety.

The standard sound-suppression package significantly reduces noise levels and operator fatigue.

The adaptive transmission control adjusts clutch engagement to ensure smooth, consistent shifts throughout the life of the truck.

A fully adjustable air-suspension seat with variable damping, auto height adjust according to operator weight, pneumatic lumbar support and multipoint harness for class-leading comfort and safety.

Convenient sealed switch module provides fingertip control of numerous productivity enhancing functions including: Keyless Start, I-Tip, Dump Body Upper Limit, Soft Stop/Hard Stop Selection, Retarder Aggressiveness and Speed Control.
Safety, our business too

By listening to users and delivering on expectations in an ever changing workplace, we provide a truck that leads in application safety with numerous groundbreaking innovations.

Independent features such as Keyless Start, Hill Assist, Bin Tip Prevention, Auto Park Application (APA), Standard Turbo Spin Protection and On-Board Weighing (OBW) are still standard on the E-series. For improved safety and productivity, the E-series has an electronically controlled automatic Inter-axle Differential Lock (IDL) giving the vehicle full Automatic Traction Control (ATC).

Our quiet operator cabins are ROPS/ FOPS certified with an air suspension operator seat. The trainer seat has a retractable lap belt while the operator seat has a standard 3 point seat belt. Both have automatically locking retractors.

An optional integrated reverse camera and high visibility mirrors ensure superior all round visibility.

Keyless start, driver identity and access codes ensure no unauthorized operation of your equipment.
Full handrails (to ISO 2876) can be installed to offer improved safety when performing engine checks.

The park brake automatically applies when neutral is selected and it is not possible to engage neutral at speed. Torque dependent park brake release (Hill Assist) ensures no roll back on slopes.

Best-in-class retarder and engine braking automatically applies when the operator lifts his foot off the accelerator. Retarder aggressiveness can be simply adjusted on the sealed switch module ensuring maximum descent control for all conditions.

All trucks can be set up to automatically sound the horn when starting or switching between forward and reverse.

Multiple geofencing in challenging site conditions ensures safe machine operation, such as downhill speed control, geofence speed limits and bin restrictions.

The exclusive on-board weighing presents the operator with real time information on the payload while the machine is being loaded. A “speed restriction” mode can also be activated if the machine is significantly overloaded.

The incorporation of a pitch and roll sensor in the vehicle prevents bin operation if the truck is in an unsafe position.

Both operator or site selectable maximum speed control allows the vehicle to automatically decelerate and apply the retarder to prevent onsite speeding.
Maximize your uptime

The E-series is loaded with features that make it as easy to maintain as it is to operate. Spend less time and expense getting ready for work and more time getting work done.

Easy-to-reach dipsticks, see-through reservoirs, sight gauges and grouped service points make quick work of the daily routine. Quick-change filters, extended engine and hydraulic oil-service intervals lower daily operating costs and provide superior machine uptime. An industry leading 10” color monitor offers on-board machine diagnostics as well as automated daily service functionality, this coupled with diagnostic test ports help you troubleshoot and make informed maintenance decisions on site.

- Automated daily service checks can be done with ease and comfort from inside the operator station using the 10” color LCD monitor and sealed display controller.
- The load-sensing hydraulic system was designed with simplicity in mind, while maintaining efficiency. Fewer components for improved reliability and serviceability.
- Extended engine transmission and hydraulic oil-change for increased uptime and lower operating cost.
- Available environmental drains allow quick, no-spill changes.
- Your Bell Service Center has the parts and backup you need to stay productive and offers a wide variety of preventative maintenance and support programs to help you control costs.

If something goes wrong, the diagnostic monitor provides service codes and supporting info to help diagnose the problem. The cab can be tilted in minutes without special tools, for convenient service access to drivetrain components. An in-cab load center simplifies fuse replacement. Fewer relays, connectors and harnesses mean higher reliability. We offer a remote transmission filter option. They make transmission filter replacement a fast and clean task.
The centralized lube bank places difficult-to-reach grease points within reach. The convenient and easy to understand RSG decal details daily checks and actions (eg: greasing). Easily accessible test ports allow technicians to troubleshoot problems more quickly. See-through fluid reservoirs and sight gauges let you check fluid levels at a glance. The centralized lube bank places difficult-to-reach grease points within reach.
Where ever you are...

Through our own network as well as approved dealers and strategic alliances we ensure supply and support to the global market.

Develop a lasting and meaningful partnership with Bell Equipment through Bell Assure, your tailor-made support structure furnished with all the after-sales tools you need to give you best value, peace of mind and a unique after-sales experience.

...we have you covered
Smarter fleet management

Cutting edge technology, helping you run your fleet smarter. Providing accurate, up-to-date operational data, production data and diagnostic data.

The key to a productive and profitable fleet, lies in the ability to monitor and manage your machines and operators efficiently. Machine operational data is processed and compiled into useful production and performance statistics, accessible via the Bell Fleetm@tic website. These reports are also automated and emailed directly to you. The two monitoring packages that we have available, are:

- The Classic Package supplies you with good enough information for you to have a very good understanding of how your machines is operating for each shift that it runs. This package comes standard with the machine for 2 years.
- The Premium Package is focused on customers who need to have extremely detailed information of the machine’s operation. For this package we offer similar information to that of the Classic Package but for each individual laden - unladen cycle. In addition, live tracking is available on the Fleetm@tic website on a per minute basis.

**Fleetm@tic:**

- Maximize productivity
- Generate machine utilization reports
- Identify operator training requirements
- Pro-active maintenance planning
- Receive machine health data
- Implement safety features
- Protect investments
- Receive real time geospatial data
**ENGINE**

**Manufacturer**
Mercedes Benz

**Model**
OM936LA

**Configuration**
Inline 6, turbocharged and intercooled.

**Gross Power**
210 kW (281 hp) @ 2 200 rpm

**Net Power**
201 kW (269 hp) @ 2 200 rpm

**Gross Torque**
1 150 Nm (848 lbft) @ 1 200 - 1 600 rpm

**Displacement**
7,7 liters (469 cu.in)

**Auxiliary Brake**
Engine Valve Brake

**Fuel Tank Capacity**
302 liters (79.78 US gal)

**AdBlue® Tank Capacity**
31 l (8.2 US gal)

**Certification**
OM936LA meets EU Stage IV / EPA Tier 4 Final emissions regulations.

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**TRANSFER CASE**

**Manufacturer**
Bell VGR

**Model**
8100

**Layout**
Remote mounted

**Gear Layout**
Three in-line helical gears

**Output Differential**
Interaxle 33/67 proportional differential, Automatic inter-axe differential lock.

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**AXLES**

**Manufacturer**
Bell

**Model**
15T

**Differential**
High input limited slip differential with spiral bevel gears

**Final Drive**
Outboard heavy duty planetary on all axles.

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**REAR SUSPENSION**

Pivoting walking beams with laminated rubber suspension blocks.

**STEERING SYSTEM**

Double acting cylinders, with ground-driven emergency steering pump.

**LOCK TO LOCK TURNS**

4,1

**STEERING ANGLE**

45°

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**DUMPING SYSTEM**

Two double-acting, single stage, dump cylinders.

**RAISE TIME**

14,5 s

**LOWERING TIME**

7,5 s

**TIPPING ANGLE**

70° standard, or any lower angle programmable

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**PNEUMATIC SYSTEM**

Air drier with heater and integral unloader valve, serving park brake and auxiliary functions.

**SYSTEM PRESSURE**

810 kPa (117 psi)

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**ELECTRICAL SYSTEM**

Voltage
24 V

**BATTERY TYPE**

Two AGM (Absorption Glass Mat) type.

**BATTERY CAPACITY**

2 X 75 Ah

**ALTERNATOR RATING**

28V 80A

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**VEHICLE SPEEDS**

1st 7 km/h 4 mph
2nd 15 km/h 9 mph
3rd 23 km/h 14 mph
4th 35 km/h 22 mph
5th 47 km/h 29 mph
6th 50 km/h 31 mph
R 7 km/h 4 mph

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**CAB**

ROPS/FOPS certified 74 dBA internal sound level measured according to ISO 6396.

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**LOAD CAPACITY & GROUND PRESSURE**

<table>
<thead>
<tr>
<th>OPERATING WEIGHTS</th>
<th>GROUND PRESSURE</th>
<th>LOAD CAPACITY</th>
<th>OPTION WEIGHTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>UNLADEN</strong></td>
<td><strong>kg (lb)</strong></td>
<td><strong>LADEN (No sinkage)</strong></td>
<td><strong>LADEN (15% sinkage)</strong></td>
</tr>
<tr>
<td>Front</td>
<td>10 085 (22 230)</td>
<td>23.5 R 25 kPa (Psi)</td>
<td>23.5 R 25 kPa (Psi)</td>
</tr>
<tr>
<td>Middle</td>
<td>4 805 (10 600)</td>
<td>Front 246 (36)</td>
<td>Front 230 (33)</td>
</tr>
<tr>
<td>Rear</td>
<td>4 770 (10 520)</td>
<td>Middle 337 (49)</td>
<td>Middle 283 (41)</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>19 660 (43 350)</td>
<td>Rear 337 (49)</td>
<td>Rear 283 (41)</td>
</tr>
</tbody>
</table>

| **LADEN** | **kg (lb)** | **Front 12 820 (28 260)** | **Middle 15 440 (34 040)** | **Rear 15 400 (33 950)** | **TOTAL 43 660 (96 250)** |
| **Rated Payload** | **24 000 kg (52 911 lbs)** | | | | |
### Dimensions

<table>
<thead>
<tr>
<th>Machine Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong> Length - Transport Position</td>
</tr>
<tr>
<td><strong>B</strong> Length - Bin Fully Tipped</td>
</tr>
<tr>
<td><strong>B1</strong> Height - Rotating Beacon</td>
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<tr>
<td><strong>B2</strong> Height - Load Light</td>
</tr>
<tr>
<td><strong>B3</strong> Bin Height - Fully Tipped</td>
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<tr>
<td><strong>C</strong> Width over Mudguards</td>
</tr>
<tr>
<td><strong>D</strong> Width over Tires - 23.5R25</td>
</tr>
<tr>
<td><strong>E</strong> Tire Track Width - 23.5R25</td>
</tr>
<tr>
<td><strong>F</strong> Width over Bin</td>
</tr>
<tr>
<td><strong>F1</strong> Width over Tailgate</td>
</tr>
<tr>
<td><strong>G</strong> Width over Mirrors - Operating Position</td>
</tr>
<tr>
<td><strong>H</strong> Ground Clearance - Artic</td>
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<tr>
<td><strong>I</strong> Ground Clearance - Front Axle</td>
</tr>
<tr>
<td><strong>J</strong> Ground Clearance - Bin Fully Tipped</td>
</tr>
<tr>
<td><strong>K</strong> Ground Clearance - Under Run Bar</td>
</tr>
<tr>
<td><strong>L</strong> Bin Lip Height - Transport Position</td>
</tr>
<tr>
<td><strong>M</strong> Bin Length</td>
</tr>
<tr>
<td><strong>N</strong> Load over Height</td>
</tr>
<tr>
<td><strong>O</strong> Rear Axle Center to Bin Rear</td>
</tr>
<tr>
<td><strong>P</strong> Mid Axle Center to Rear Axle Center</td>
</tr>
<tr>
<td><strong>Q</strong> Mid Axle Center to Front Axle Center</td>
</tr>
<tr>
<td><strong>R</strong> Front Axle Center to Machine Front</td>
</tr>
<tr>
<td><strong>S</strong> Front Axle Center to Artic Center</td>
</tr>
<tr>
<td><strong>T</strong> Approach Angle</td>
</tr>
<tr>
<td><strong>U</strong> Maximum Bin Tip Angle</td>
</tr>
<tr>
<td><strong>V</strong> Maximum Articulation Angle</td>
</tr>
<tr>
<td><strong>W</strong> Front Tie Down Height</td>
</tr>
<tr>
<td><strong>X</strong> Machine Lifting Centers</td>
</tr>
<tr>
<td><strong>Y</strong> Inner Turning Circle Radius - 23.5R25</td>
</tr>
<tr>
<td><strong>Z</strong> Outer Turning Circle Radius - 23.5R25</td>
</tr>
</tbody>
</table>

### Grade Ability/Rimpull

1. Determine tractive resistance by finding intersection of vehicle mass line and grade line. 
   NOTE: 2% typical rolling resistance is already assumed in chart and grade line.
2. From this intersection, move straight left across charts until line intersects rimpull curve.
3. Read down from this point to determine maximum speed attained at that tractive resistance.

### Retardation

1. Determine retardation force required by finding intersection of vehicle mass line.
2. From this intersection, move straight left across charts until line intersects the curve.
   NOTE: 2% typical rolling resistance is already assumed in chart.
3. Read down from this point to determine maximum speed.
**Technical Data - B30E**

### ENGINE
- **Manufacturer**: Mercedes Benz
- **Model**: OM936LA
- **Configuration**: Inline 6, turbocharged and intercooled.
- **Gross Power**: 246 kW (329 hp) @ 2 200 rpm
- **Net Power**: 236 kW (316 hp) @ 2 200 rpm
- **Gross Torque**: 1 300 Nm (958 lbft) @ 1 150 - 1 800 rpm
- **Displacement**: 7,7 liters (469 cu.in)
- **Auxiliary Brake**: Engine Valve Brake
- **Fuel Tank Capacity**: 302 liters (79.78 US gal)
- **AdBlue® Tank Capacity**: 31 l (8.2 US gal)
- **Certification**: OM936LA meets EU Stage IV / EPA Tier 4 Final emissions regulations.

### TRANSMISSION
- **Manufacturer**: Allison
- **Model**: 3500PR ORS
- **Configuration**: Fully automatic planetary transmission with integral retarder.
- **Layout**: Engine mounted
- **Gear Layout**: Constant meshing planetary gears, clutch operated
- **Gears**: 6 Forward, 1 Reverse
- **Clutch Type**: Hydraulically operated multi-disc
- **Control Type**: Electronic
- **Torque Control**: Hydrodynamic with lock-up in all gears.

### TRANSFER CASE
- **Manufacturer**: Bell VGR
- **Model**: 1000
- **Differential**: High input limited slip differential with spiral bevel gears
- **Final Drive**: Outboard heavy duty planetary on all axles.

### AXLES
- **Manufacturer**: Bell
- **Model**: 18T
- **Differential**: Three in-line helical gears

### BRAKING SYSTEM
- **Service Brake**: Dual circuit, full hydraulic actuation wet disc brakes on front, middle and rear axles.
- **Maximum brake force**: 233 kN (52 380 lbf)
- **Park & Emergency**: Spring applied, air released driveline mounted disc.
- **Maximum brake force**: 214 kN (48 200 lbf)
- **Flow**: 165 l/min (44 gal/min)
- **Pressure**: 28 MPa (4 061 psi)
- **Filter**: 5 microns

### STEERING SYSTEM
- **Double acting cylinders, with ground-driven emergency steering pump.**
- **Lock to lock turns**: 4,1
- **Steering Angle**: 45º

### DUMPING SYSTEM
- **Two double-acting, single stage, dump cylinders.**
- **Raise Time**: 14,5 s
- **Lowering Time**: 7,5 s
- **Tipping Angle**: 70º standard, or any lower angle programmable

### PNEUMATIC SYSTEM
- **Air dryer with heater and integral unloader valve, serving park brake and auxiliary functions.**
- **System Pressure**: 810 kPa (117 psi)

### ELECTRICAL SYSTEM
- **Voltage**: 24 V
- **Battery Type**: Two AGM (Absorption Glass Mat) type.
- **Battery Capacity**: 2 x 75 Ah
- **Alternator Rating**: 28V 80A

### VEHICLE SPEEDS
- **1st**: 7 km/h (4 mph)
- **2nd**: 15 km/h (9 mph)
- **3rd**: 23 km/h (14 mph)
- **4th**: 35 km/h (22 mph)
- **5th**: 47 km/h (29 mph)
- **6th**: 50 km/h (31 mph)
- **R**: 7 km/h (4 mph)

### CAB
- **ROPS/FOPS certified 74 dBA internal sound level measured according to ISO 6396.**

### Load Capacity & Ground Pressure

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<td>10 130 (22 330)</td>
<td>23.5 R 25 kPa (Psi)</td>
<td>23.5 R 25 kPa (Psi)</td>
</tr>
<tr>
<td>Middle</td>
<td>5 025 (11 080)</td>
<td>Front 282 (41)</td>
<td>Front 246 (36)</td>
</tr>
<tr>
<td>Rear</td>
<td>4 985 (11 090)</td>
<td>Middle 380 (55)</td>
<td>Middle 317 (46)</td>
</tr>
<tr>
<td>Total</td>
<td>20 140 (44 400)</td>
<td>Rear 380 (55)</td>
<td>Rear 317 (46)</td>
</tr>
<tr>
<td><strong>LADEN</strong></td>
<td></td>
<td>Front 13 500 (29 760)</td>
<td>Front 750/65 R 25 kPa (Psi)</td>
</tr>
<tr>
<td>Front</td>
<td>17 340 (38 230)</td>
<td>Front 235 (34)</td>
<td>Front 213 (31)</td>
</tr>
<tr>
<td>Middle</td>
<td>17 300 (38 140)</td>
<td>Middle 310 (45)</td>
<td>Middle 274 (40)</td>
</tr>
<tr>
<td>Rear</td>
<td>48 140 (106 130)</td>
<td>Rear 310 (45)</td>
<td>Rear 274 (40)</td>
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Dimensions

Grade Ability/Rimpull

1. Determine tractive resistance by finding intersection of vehicle mass line and grade line. NOTE: 2% typical rolling resistance is already assumed in chart and grade line.
2. From this intersection, move straight left across charts until line intersects rimpull curve.
3. Read down from this point to determine maximum speed attained at that tractive resistance.

Retardation

1. Determine retardation force required by finding intersection of vehicle mass line and grade line. NOTE: 2% typical rolling resistance is already assumed in chart.
2. From this intersection, move straight left across charts until line intersects the curve.
3. Read down from this point to determine maximum speed.

Machine Dimensions

| A | Length - Transport Position | 9853 mm (32 ft. 7 in.) |
| A1 | Length - Bin Fully Tipped | 10305 mm (34 ft. 1 in.) |
| B | Height - Transport Position | 3435 mm (11 ft. 3 in.) |
| B1 | Height - Rotating Beacon | 3561 mm (11 ft. 8 in.) |
| B2 | Height - Load Light | 3147 mm (10 ft. 4 in.) |
| B3 | Bin Height - Fully Tipped | 6307 mm (20 ft. 8 in.) |
| C | Width over Mudguards | 2985 mm (9 ft. 9 in.) |
| D | Width over Three - 23.5R25 | 2940 mm (9 ft. 7 in.) |
| D1 | Width over Three - 730/45R25 | 2900 mm (9 ft. 10 in.) |
| E | Tire Track Width - 23.5R25 | 2256 mm (7 ft. 8 in.) |
| E1 | Tire Track Width - 750/65R25 | 2200 mm (7 ft. 4 in.) |
| F | Width over Bin | 2955 mm (9 ft. 10 in.) |
| F1 | Width over Tailgate | 3200 mm (10 ft. 6 in.) |
| G | Gain over Mirrors - Operating Position | 3300 mm (10 ft. 9 in.) |
| H | Ground Clearance - Artic | 537 mm (21.14 in.) |
| I | Ground Clearance - Front Axle | 480 mm (19.17 in.) |
| J | Ground Clearance - Bin Fully Tipped | 670 mm (26.38 in.) |
| K | Ground Clearance - Under Run Bar | 545 mm (21.46 in.) |
| L | Bin Lip Height - Transport Position | 2116 mm (7 ft. 1 in.) |
| M | Bin Length | 5504 mm (17 ft. 6 in.) |
| N | Load over Height | 2216 mm (7 ft. 3 in.) |
| O | Rear Axle Center to Bin Rear | 1260 mm (4 ft. 1 in.) |
| P | MidAxle Center to Rear Axle Center | 1670 mm (5 ft. 6 in.) |
| Q | MidAxle Center to Front Axle Center | 4181 mm (13 ft. 8 in.) |
| R | Front Axle Center to Machine Front | 2522 mm (8 ft. 3 in.) |
| S | Front Axle Center to Artic Center | 1362 mm (4 ft. 5 in.) |
| T | Approach Angle | 20° |
| U | Maximum Bin Tip Angle | 70° |
| V | Maximum Articulation Angle | 45° |
| W | Front Tie Down Height | 1075 mm (3 ft. 6 in.) |
| X | Machine Lifting Centers | 9440 mm (30 ft. 11 in.) |
| Y | Inner Turning Circle Radius - 23.5R25 | 4110 mm (13 ft. 7 in.) |
| Y1 | Inner Turning Circle Radius - 750/65R25 | 4091 mm (13 ft. 4 in.) |
| Z | Outer Turning Circle Radius - 23.5R25 | 6000 mm (19 ft. 8 in.) |
| Z1 | Outer Turning Circle Radius - 750/65R25 | 5829 mm (19 ft. 2 in.) |

ADT, B30E 6X6 - Traction Effort

ADT, B30E 6X6 - Retardation
## Features and Options

### ENGINE
- Engine valve brake and exhaust brake
- Dual element air cleaner with dust ejector valve
- Precleaner with automatic dust scavenging
- Water separator
- Serpentine drive belt with automatic tensioner
- Provision for fast fill

### COOLING
- Crankshaft mounted electronically controlled viscous fan drive
- Fan guard

### PNEUMATIC SYSTEM
- Engine-mounted compressor
- Air drier with heater
- Integral unloader valve

### ELECTRICAL SYSTEM
- Battery disconnect
- Drive lights
- Air Horn
- Reverse alarm
- Rotating Beacon
- Pitch Roll Sensor
- Artic reverse light

### STEERING SYSTEM
- Bi-directional ground-driven secondary steering pump

### CAB
- Tirol panel and Tilt cab
- Gas strut-supported door
- Rotating beacon: seat belt installation
- Remote engine and machine isolation
- Remote battery jump start
- Retractable 3 point seat belt
- Heated seat
- Foldaway trainer seat with retractable seat belt
- 12-volt power outlet
- Cab utility bin (removable)

### DUMP BODY
- Dump body mechanical locks (x2). Partially up and fully up
- Body liner
- Tailgate
- Body heater
- Less dump body and cylinders

### OTHER
- Automatic Traction Control (ATC)
- Wet disc brakes B30E
- Dry disc brakes B25E
- 23.5R25 Radial Earthmover tires
- 750/65R25 Radial Earthmover tires
- Remote grease banks
- Automatic greasing
- Onboard Weighing
- Load lights: stack
- Comfort ride suspension (Rear)
- Reverse camera
- Hand rails
- Cab peak
- High pressure hydraulic filter
- Fuel heater
- Belly cover
- Cross member cover
- Remote transmission filters

### CAB (continued)
- Cup holder
- Cooled/heated lunch box
- Electric adjustable and heated mirrors
- Deluxe 10" color LCD:
  - Speedometer / Fuel gauge / Transmission oil temperature gauge
  - Engine coolant temperature gauge / LED function/warning indicators and audible alarm
  - Tachometer / Battery voltage / Hour meter / Odometer / Fuel consumption / Tip counter
  - Trip timer / Trip distance / Metric/English units / Service codes/diagnostics
- Backlit sealed switch module functions with:
  - Wiper control / Lights / Heated mirrors / Retarding aggressiveness / Transfer case differential lock / Transmission gear hold
  - Dump-body tip limit / Automatic dump-body tip settings / Air conditioner/ Heater controls / Preselected Speed Control
All dimensions are shown in millimeters, unless otherwise stated between brackets. Under our policy of continuous improvement, we reserve the right to change technical data and design without prior notice. Photographs featured in this brochure may include optional equipment. BluAdvantage™ is a trademark of Bell Equipment Co. (PTY) Ltd AdBlue® is a registered trademark of VDA

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Strong Reliable Support