# Articulated Trucks

**327B-330B-335B-340B**

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine Horsepower</th>
<th>Payload</th>
<th>Heaped Capacity</th>
<th>Total Laden Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>327B</td>
<td>235 kW/315 hp</td>
<td>24 650 kg</td>
<td>14.5 m³</td>
<td>46 890 kg</td>
</tr>
<tr>
<td>330B</td>
<td>260 kW/349 hp</td>
<td>28 160 kg</td>
<td>17.6 m³</td>
<td>50 730 kg</td>
</tr>
<tr>
<td>335B</td>
<td>306 kW/410 hp</td>
<td>31 500 kg</td>
<td>20.0 m³</td>
<td>60 000 kg</td>
</tr>
<tr>
<td>340B</td>
<td>340 kW/456 hp</td>
<td>36 000 kg</td>
<td>22.0 m³</td>
<td>65 000 kg</td>
</tr>
</tbody>
</table>

*Engine Horsepower, Payload, Heaped capacity, Total laden weight*
POWER AND ECONOMY
The Case range of articulated dump trucks use the latest electronically-controlled Tier III diesel engines. These 10 and 13 litre powerplants have high pressure single unit injection pumps and variable geometry turbocharging to provide rapid response, high torque rise and maximum fuel economy in all operating conditions.
High performance. Low environmental impact.

EASE OF OPERATION
An electronically-controlled transmission offers a choice of fully automatic or powershift control of the six forward and three reverse gears. Finely modulated clutch engagement provides smooth gearchanges for extended component life and low fatigue for the operator.
Smooth shifting. Complete control.

OPERATOR STATION
All four trucks offer a best-in-class operator environment, with unparalleled visibility thanks to a sloping engine canopy and flat glass throughout the cabin. An optional rear view camera and in-cab monitor offer further reassurance in tight site conditions. Isolation mounting, sound proofing and standard air conditioning provide the operator with a low fatigue office throughout the working day.
Maximum comfort. Increased productivity.
**SMOOTH RIDE**

The B series Case articulated truck has true independent front suspension with both vertical and oscillating movement. Long stroke cylinders provide excellent damping and bump absorption. This provides a smooth ride for the operator, enabling higher travel speeds and increased productivity. **Operator comfort. Increased traction.**

**WIDE LOAD**

Case ADTs have a wide chassis and dump body, offering a low centre of gravity for increased stability. Tilt cylinders are mounted inside the frame for protection from damage and improved lift geometry. **Material retention. Solid stability.**

**TOTAL TRACTION**

All Case articulated trucks have a standard full 6x6 traction drivetrain, with limited slip differentials in the axles and a longitudinal differential lock for operation in particularly tough applications. Perfectly matched driveline components include an integral differential mounted directly to the transmission, eliminating the need for a separate drive shaft and providing maximum power transfer to all wheels. **Extreme productivity. All weather performance.**

**MINIMUM DOWNTIME**

Forward power-tilt engine canopy offers excellent access to engine and service components. Centralised lubrication for axles, articulation and oscillation joints, with automatic lubrication system available as an option. Central service port for all hydraulic pressure check ports reduces diagnostic time and increases productive uptime. **Ease of service. Reduced ownership cost.**
The Case articulated dump truck range is powered by the latest family of Case electronically-controlled diesel engines featuring high pressure single unit injection pumps. Utilising variable geometry turbocharging, the 10 and 13 litre engine provide a high torque rise, for maximum rimpull in difficult site conditions, with low fuel consumption and reduced environmental impact. The 10 litre Tier III engine in the 327B offer 315 hp (235 kW) of power. In the 330B that is increased to 349 hp (260 kW). The larger 335B uses a 13 litre motor offering 410 hp (306 kW) while the same engine in the range-topping 340B comes with 456 hp (340 kW).

An electronically-controlled transmission provides the operator with a choice of fully automatic operation or manual powershift control. Six forward ratios and three reverses gears enable full use of the engine power in all ground conditions. Precise clutch engagement and smooth gearshift modulation result in extended driveline component life and reduced fatigue for the operator.

Case ADTs come as standard with limited slip axles and longitudinal differential locks, that offer 6x6 drive for ultimate traction. An integral differential is mounted directly to the transmission output, eliminating the need for an additional driveshaft and providing maximum engine power to the wheels. Driveline components are well matched, with electronic control synchronising the operation of transmission and axles to provide high levels of tractability in all operating conditions. The 335B and 340B feature an industry-exclusive warm up circuit that uses the transmission retarder to warm the hydraulic oil on start up, reducing pressure on seals and increasing hydraulic component life.
OPERATOR’S CAB
There is no better view from an ADT cab than from the Case B series, with its sloping engine canopy and flat glass all round providing a commanding view around the truck. Large side windows and floor to ceiling glass doors provide a light, airy working environment and the ROPS/FOPS structure is isolation mounted to provide a smooth ride for the driver. An ergonomically designed console provides easy control for the operator, with push button change from manual to automatic operation of the transmission. A fully adjustable suspension seat, tilting steering wheel and standard air conditioning complete the picture, ensuring low fatigue and high productivity throughout the working day.
All B series trucks have independent front suspension offering both vertical and oscillating movement. The suspension uses long travel cylinders for excellent bump suppression, providing a smooth ride for the operator, particularly when running unladen on the return leg of a haul. The rear suspension has dual cast steel beams secured directly under the rear frame, for long term durability and reliability. This combination allows the operator to work at higher speeds, increasing productivity and reducing the cost per tonne moved on site.

The Case B series articulated truck has a wide chassis and dump body to provide a lower centre of gravity, increasing stability on rough ground and assisting the suspensions system to provide a smooth ride. The tilt cylinders are mounted within the wide frame rails, for added protection and to improve the lift geometry for rapid discharge and return to hauling position. Heaped capacities range from 14.5 m³ on the 327B to 22.0 m³ on the top of the range 340B.

A powered forward tilting engine canopy provides excellent access to the engine and cooling pack for regular service and maintenance. For more complete access to the transmission and hydraulic system, the cab can be tilted away from the chassis and the fenders opened for a completely unhindered view of major components. The Case trucks feature an electronic control and monitoring system (EDC) in the cab console which displays all fluid levels and temperatures when the truck is started, greatly reducing the daily checks necessary before use. In addition centralised hydraulic pressure check points assist with fault diagnosis and the trucks have swing out wheel arches for access to the front tyres and hydraulic components. Automatic lubrication is available, with all B Series Trucks having centralised lubrication for axles, articulated and oscillation joints.
SPECIFICATIONS

ENGINE
Model ______________ Case Family IV 10 liter, Tier III certified
Type ___________ 4-stroke, variable geometry, turbocharged and air to air cooled diesel
Cylinders ____________________________________ In-line 6
Bore/stroke ___________________________________ 125 x 140 mm
Displacement __________________________ 10.3 l
Aftercooler ____________________________ Yes
Enginepower per SAE J1995
Gross____________________ 315 hp (235 kW) @ 2100 rpm
Net _____________________300 hp (224 kW) @ 2100 rpm
Maximum torque @ 1000 rpm _____________Net 1450 Nm

TRANSMISSION
Model___________________________________ ZF 6WG260
Type ______________________________________ Powershift
Torque converter ______________________ Lock up all gears
Torque converter ratio _________________ 2:08-1
Gears_________________________________________ 6 forward/3 reverse
  1st 5.4  2nd 8.4  3rd 13.2  4th 20.5  5th 30.0  6th 46.6
  Forward travel km/h  Reverse travel km/h
  5.4  13.2  30.0  -  -  -
  Torque proportion front/rear _____________ 33.3%/66.7%
Drop box _______________________________ Integrated
Gradeability ______________________________ 40% max. (18°)

BRAKES
Service - calliper______2 per wheel (front), 1 per wheel (rear)
          outboard disc (6)
Parking - calliper ______(1) protected disc (1) on drive shaft
Engine Brake_____________________________ Turbo brake

TRANSFER BOX
Mounting _________________________________ Integral
Ranges ___________________________________ 1
Front axle interlock________________________ Dog Clutch type

FRONT WHEEL ENDS
Make/model ___________________________ Kessler RB1 PL488
Type_________________________ Outboard planetary

INTERMEDIATE AND REAR DRIVE AXLES
Make/Model ___________________________ Kessler D81PL488
Type_________________________ Outboard planetary
Axle _______________________________ Limited slip

CHASSIS
Type_________________________ Front/rear box frame
Linkage_________________________ Universal joint

STEERING/ARTICULATION
Frame connection ___________________ Ball bearing with 2 ball races and 4 spherical joints
Articulation angle degrees ___________ 45°
Steering turns lock-lock________________ 4.5
Secondary steering type _______________ Ground driven

SUSPENSION
Front type ___________________________ "A" frame plus tie-rod
Front suspension ________________________ Nitrogen-oil
Rear type ______________________________ 2-Rocking beams
Rear suspension _______________________ Rubber bush

LOAD BODY
Construction __________________________ Ribless
Body tipping angle deg __________________ 68°
Body tipping time to raise/lower ___________ 13/13 sec
Tip cylinders type ______________________ Multi stage
Power down ____________________________ Yes, 1st stage
Loadover height________________________ 2700 mm

PAYLOAD
Payload ____________________________ 24 650 kg
Capacity, struck ______________________ 10.6 m³
Capacity, heaped SAE 2:1 _______________ 14.5 m³

CAPACITIES
Fuel tank ______________________________ 380 l
Hydraulic reservoir ______________________ 220 l
Engine oil ______________________________ 30.5 l
Transmission ____________________________ 38 l
Front wheel hubs________________________ 3.0 l
Drive axles ______________________________ Intermediate 15 l
Intermediate ____________________________ 13 l

TYRES
Rim____________________________________________________ 5 section
Rim____________________________________________________ size 19.5 x 25
Standard tyre____________________________ Tubeless 23.5 x R25

WEIGHT
Weight [unladen] ________________________ 22 240 kg
Front ______________________________ 12 155 kg
Rear _________________________________ 10 085 kg
Total laden weight______________________ 46 890 kg
GENERAL DIMENSIONS 327B

DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Overall height</td>
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<tr>
<td>B</td>
<td>Height to side of load body</td>
<td>2.70</td>
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<tr>
<td>C</td>
<td>Load body width</td>
<td>2.50</td>
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<tr>
<td>D</td>
<td>Height to load bed end</td>
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<tr>
<td>E</td>
<td>Ground clearance - rear differential</td>
<td>0.47</td>
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<tr>
<td>F</td>
<td>Tread width - centre to centre</td>
<td>2.36</td>
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<tr>
<td>G</td>
<td>Overall width</td>
<td>2.86</td>
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<tr>
<td>H</td>
<td>Height to top of cab</td>
<td>3.62</td>
</tr>
<tr>
<td>I</td>
<td>Approach angle</td>
<td>23°</td>
</tr>
<tr>
<td>J</td>
<td>Overall length</td>
<td>10.03</td>
</tr>
<tr>
<td>K</td>
<td>Wheelbase</td>
<td>5.91</td>
</tr>
<tr>
<td>L</td>
<td>Ground clearance @ articulation point</td>
<td>0.65</td>
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<tr>
<td>M</td>
<td>Dump clearance</td>
<td>0.95</td>
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<tr>
<td>N</td>
<td>Maximum height - dumping position</td>
<td>6.23</td>
</tr>
<tr>
<td>O</td>
<td>Rear dumping clearance</td>
<td>0.35</td>
</tr>
</tbody>
</table>
**SPECIFICATIONS**

**ENGINE**
Model: Case Family IV 10 liter; Tier III certified  
Type: 4-stroke, variable geometry, turbocharged and air-to-air cooled diesel  
Cylinders: In-line 6  
Bore/stroke: 125 x 140 mm  
Displacement: 10.3 l  
Aftercooler: Yes  
Engine power per SAE J1995  
Gross: 349 hp (260 kW) @ 1900 rpm  
Net: 334 hp (249 kW) @ 1900 rpm  
Maximum torque @ 1100 rpm: Net 1650 Nm

**TRANSMISSION**
Model: ZF 6WG260  
Type: Powershift  
Torque converter: Lock up all gears  
Torque converter ratio: 2.08:1  
Gears: 6 forward/3 reverse  
Forward travel km/h: 5.4  
Reverse travel km/h: 5.4  
Torque proportion front/rear: 33.3% / 66.7%  
Drop box: Integrated  
Gradeability: 40% max. (18°)

**BRAKES**
Service - calliper: 2 per wheel (front), 1 per wheel (rear) outboard disc (6)  
Parking - calliper: (1) protected disc (1) on drive shaft  
Engine Brake: Turbo brake  
Transmission retarder: [optional]

**TRANSFER BOX**
Mounting: Integral  
Ranges:  
Front axle interlock: Dog Clutch type

**FRONT WHEEL ENDS**
Make/model: Kessler RB1 PL488  
Type: Outboard Planetary

**INTERMEDIATE AND REAR DRIVE AXLES**
Make/Model: Kessler D81PL488  
Type: Outboard Planetary  
Axle: Limited slip

**CHASSIS**
Type: Front/rear box frame  
Linkage: Universal joint

**STEERING/ARTICULATION**
Frame connection: Ball bearing with 2 ball races and 4 spherical joints  
Articulation angle degrees: 45°  
Steering turns lock-lock: 4.5  
Secondary steering type: Ground driven

**SUSPENSION**
Front type: "A" frame plus tie-rod  
Front suspension: Nitrogen-oil  
Rear type: 2-Rocking beams  
Rear suspension: Rubber bush

**LOAD BODY**
Construction: Ribless  
Body tipping angle deg: 68°  
Body tipping time to raise/lower: 13 / 13 sec  
Tip cylinders type: Multi stage  
Power down: Yes, 1st stage  
Loadover height: 2620 mm

**PAYLOAD**
Payload: 28 160 kg  
Capacity, struck: 13.7 m³  
Capacity, heaped SAE 2:1: 176 m³

**CAPACITIES**
Fuel tank: 380 l  
Hydraulic reservoir: 220 l  
Engine oil: 30.5 l  
Transmission: 38 l  
Front wheel hubs: 3.0 l  
Drive axles: Intermediate 15 l  
Rear: 13 l

**TYRES**
Rim: 5 section  
Rim size: 19.5 x 25  
Standard tyre: Tubeless 23.5 R25

**WEIGHT**
Weight (unladen): 22 570 kg  
Front: 12 000 kg  
Rear: 10 570 kg  
Total laden weight: 50 730 kg
### GENERAL DIMENSIONS 330B

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Overall height</td>
<td>m 3.65</td>
</tr>
<tr>
<td>B Height to side of load body</td>
<td>m 2.92</td>
</tr>
<tr>
<td>C Load body width</td>
<td>m 2.96</td>
</tr>
<tr>
<td>D Height to load bed end</td>
<td>m 2.47</td>
</tr>
<tr>
<td>E Ground clearance - rear differential</td>
<td>m 0.47</td>
</tr>
<tr>
<td>F Tread width - centre to centre</td>
<td>m 2.36</td>
</tr>
<tr>
<td>G Overall width</td>
<td>m 2.96</td>
</tr>
<tr>
<td>H Height to top of cab</td>
<td>m 3.62</td>
</tr>
<tr>
<td>I Approach angle</td>
<td>23°</td>
</tr>
<tr>
<td>J Overall length</td>
<td>m 10.03</td>
</tr>
<tr>
<td>K Wheelbase</td>
<td>m 5.91</td>
</tr>
<tr>
<td>L Ground clearance @ articulation point</td>
<td>m 0.63</td>
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<tr>
<td>M Dump clearance</td>
<td>m 1.00</td>
</tr>
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<td>N Maximum height - dumping position</td>
<td>m 6.31</td>
</tr>
<tr>
<td>O Rear dumping clearance</td>
<td>m 0.43</td>
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</table>
ENGINE
Model ______________ Case Family IV 13 liter, Tier III certified
Type __________________________ 4-stroke, variable geometry, turbocharged and air to air cooled diesel
Injection _______________________ Electronic
Cylinders _________________________ In-line 6
Bore/stroke ________________________ 135 x 150 mm
Displacement ____________________________ 12.9 l
Aftercooler _________________________ Yes
Engine power per SAE J1995
Gross ____________________ 410 hp (306 kW) @ 2100 rpm
Net _____________________380 hp (284 kW) @ 2100 rpm
Maximum torque @ 1180 rpm ______________Net 1850 Nm

TRANSMISSION
Model _________________________ ZF 6WG310
Type ____________________________ Powershift
Torque converter Lock up all gears
Torque converter ratio 1.84:1
Gears 6 forward/3 reverse
<table>
<thead>
<tr>
<th>Gear</th>
<th>Forward travel km/h</th>
<th>Reverse travel km/h</th>
</tr>
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<tbody>
<tr>
<td>1st</td>
<td>5.5</td>
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<td>20.9</td>
<td>-</td>
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<tr>
<td>5th</td>
<td>30.6</td>
<td>-</td>
</tr>
<tr>
<td>6th</td>
<td>47.5</td>
<td>-</td>
</tr>
</tbody>
</table>
Torque proportion front/rear ______________33.3%/66.7%
Drop box Gearbox Integrated
Gradeability __________________________ 60% max. (27°)

BRAKES
Service - calliper ______________ 2 per wheel front axle and 1 per wheel rear axle, outboard dry discs (6)
Parking - calliper (1) Protected disc (1) on drive shaft (pneumatic)
Engine Brake _______________________ Turbo brake
Transmission retarder

TRANSFER BOX
Mounting __________________________ Integral
Ranges _______________________________ 1
Front axle interlock ___________________ Dog Clutch type

FRONT WHEEL ENDS
Make/model ______________________ ZF/RP17
Type _______________________________ Outboard Planetary

INTERMEDIATE AND REAR DRIVE AXLES
Make/Model _______________________ ZF/MT-D3105
Type _______________________________ Outboard Planetary
Axle _______________________________ Limited slip

CHASSIS
Type ____________________________ Front/rear box frame
Linkage ___________________________ Universal joint

STEERING/ARTICULATION
Frame connection _________________ Ball bearing with 2 ball races and 4 spherical joints
Articulation angle degrees ____________ 45°
Steering turns lock-lock ______________ 4.5
Secondary steering type _______________ Ground driven

LOAD BODY
Construction _________________________ Ribless
Body tipping angle deg ____________________________ 70°
Body tipping time to raise/lower ______________ 11/13 sec
Tip cylinders type _______________________ Multi stage
Power down ____________________________ Yes, 1st stage
Loadover height _________________________ 3070 mm

PAYLOAD
Payload ____________________________ 31 500 kg
Capacity, struck _______________________ 15 m³
Capacity, heaped SAE 2:1 ________________ 20 m³

CAPACITIES
Fuel tank _____________________________ 440 l
Hydraulic reservoir ______________________ 300 l
Engine oil ____________________________ 35 l
Transmission __________________________ 35.5 l
Front wheel hubs ______________________ 3.0
Front wheel ends _________________________ 9 l
Drive axles ___________________________ 34 l
Intermediate __________________________ 33 l

TYRES
Rim _______________________________ 5 section
Rimsizes ____________________________ 25 x 22
Standard tyre ________________________ Tubeless 26.5 x R25

WEIGHT
Weight (unladen) _____________________ 28 500 kg
Front _______________________________ 14 100 kg
Rear _______________________________ 14 400 kg
Total laden weight ____________________ 60 000 kg
**GENERAL DIMENSIONS 335B**

**DIMENSIONS**

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Overall height - top of muffler</td>
<td>m</td>
</tr>
<tr>
<td>B</td>
<td>Height to side of load body</td>
<td>m</td>
</tr>
<tr>
<td>C</td>
<td>Load body width</td>
<td>m</td>
</tr>
<tr>
<td>D</td>
<td>Height to load bed end</td>
<td>m</td>
</tr>
<tr>
<td>E</td>
<td>Ground clearance - rear differential</td>
<td>m</td>
</tr>
<tr>
<td>F</td>
<td>Tread width - centre to centre</td>
<td>m</td>
</tr>
<tr>
<td>G</td>
<td>Overall width</td>
<td>m</td>
</tr>
<tr>
<td>H</td>
<td>Height to top of cab</td>
<td>m</td>
</tr>
<tr>
<td>I</td>
<td>Approach angle</td>
<td>°</td>
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<tr>
<td>J</td>
<td>Overall length</td>
<td>m</td>
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<tr>
<td>K</td>
<td>Wheelbase</td>
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<td>L</td>
<td>Ground clearance @ articulation point</td>
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<td>M</td>
<td>Dump clearance</td>
<td>m</td>
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<tr>
<td>N</td>
<td>Maximum height - dumping position</td>
<td>m</td>
</tr>
<tr>
<td>O</td>
<td>Rear dumping clearance</td>
<td>m</td>
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<p>| | | |</p>
<table>
<thead>
<tr>
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<tr>
<td>A</td>
<td>Overall height - top of muffler</td>
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<td>B</td>
<td>Height to side of load body</td>
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<td>C</td>
<td>Load body width</td>
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<td>D</td>
<td>Height to load bed end</td>
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<td>Ground clearance - rear differential</td>
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<td>G</td>
<td>Overall width</td>
<td>3.19</td>
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<td>H</td>
<td>Height to top of cab</td>
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<td>I</td>
<td>Approach angle</td>
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<td>J</td>
<td>Overall length</td>
<td>10.78</td>
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<td>K</td>
<td>Wheelbase</td>
<td>6.27</td>
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<td>L</td>
<td>Ground clearance @ articulation point</td>
<td>0.64</td>
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<tr>
<td>M</td>
<td>Dump clearance</td>
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<td>Maximum height - dumping position</td>
<td>6.87</td>
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<td>O</td>
<td>Rear dumping clearance</td>
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</table>
SPECIFICATIONS

ENGINE
Model _______________________________ Case Family IV 13 liter, Tier III certified
Type ___________________________ 4-stroke, variable geometry, turbocharged and air to air cooled diesel
Injection ___________________________ Electronic
Cylinders ___________________________ In-line 6
Bore/stroke _________________________ 135 x 150 mm
Displacement _________________________ 12.9 l
Aftercooler ___________________________ Yes
Engine power per SAE J1995
Gross ___________________ 456 hp (340 kW) @ 2000 rpm
Net _____________________ 426 hp (318 kW) @ 2000 rpm
Maximum torque @ 1180 rpm ____________ 2000 Nm

TRANSMISSION
Model ____________________________ ZF 6WG310
Type _______________________________ Powershift
Torque converter _____________________ Lock up all gears
Torque converter ratio ___________________________ 1.84:1
Gears _________________________________ 6 forward/3 reverse
Forward travel km/h Reverse travel km/h
1st 5.9 5.9
2nd 9.1 14.3
3rd 14.3 32.6
4th 22.2 -
5th 32.6 -
6th 50.6 -
Torque proportion front/rear _____________ 33.3%/66.7%
Drop box _______________________________ Gearbox Integrated
Gradeability ___________________________ 60% max. (27°)

BRAKES
Service ______________________________ Multiple discs, oil cooled
Parking - caliper (1) protected disc (1) on drive shaft (pneumatic)
Engine Brake __________________________ Turbo brake
Transmission retarder

TRANSFER BOX
Mounting ______________________________ Integral
Ranges ________________________________ 1
Front axle interlock _____________________ Dog Clutch type

FRONT WHEEL ENDS
Make/model __________________________ ZF/RP17
Type ________________________________ Outboard Planetary

INTERMEDIATE AND REAR DRIVE AXLES
Make/Model __________________________ ZFMT-D3105
Type ________________________________ Outboard Planetary
Axle ________________________________ Limited slip

CHASSIS
Type ____________________________ Front/rear box frame
Linkage ______________________________ Universal joint

STEERING/ARTICULATION
Frame connection _______________ Ball bearing with 2 ball races and 4 spherical joints
Articulation angle degrees __________ 45°
Steering turns lock-lock _____________ 4.5
Secondary steering type _____________ Ground driven

SUSPENSION
Front type _________________________ “A” frame plus tie-rod
Front suspension ___________________ Nitrogen-oil
Rear type __________________________ 2-Rocking beams
Rear suspension _____________________ Rubber bush

LOAD BODY
Construction _________________________ Ribless
Body tipping angle deg ________________ 70°
Body tipping time to raise/lower __________ 11/13 sec
Tip cylinders type _____________________ Multi stage
Power down ___________________________ Yes, 1st stage
Loadover height ________________________ 3110 mm

PAYLOAD
Payload ________________________________ 36 000 kg
Capacity, struck ________________________ 17 m³
Capacity, heaped SAE 2:1 ________________ 22 m³

CAPACITIES
Fuel tank _______________________________ 440 l
Hydraulic reservoir _____________________ 300 l
Engine oil _______________________________ 35 l
Transmission ____________________________ 35.5 l
Front wheel hubs _________________________ 9 l
Drive axles ______________________________ 34 l
Intermediate ____________________________ 33 l

TYRES
Rim _______________________________ 5 section
Rim size 25 x 22
Standard tyre __________________________ Tubeless 29.5 R25

WEIGHT
Weight (unladen) ________________________ 29 000 kg
Front _______________________________ 14 340 kg
Rear _______________________________ 14 660 kg
Total laden weight ______________________ 65 000 kg
### GENERAL DIMENSIONS 340B

#### DIMENSIONS

<table>
<thead>
<tr>
<th>Dimension Description</th>
<th>Value (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A: Overall height - top of muffler</td>
<td>3.84</td>
</tr>
<tr>
<td>B: Height to side of load body</td>
<td>3.11</td>
</tr>
<tr>
<td>C: Load body width</td>
<td>3.34</td>
</tr>
<tr>
<td>D: Height to load bed end</td>
<td>2.61</td>
</tr>
<tr>
<td>E: Ground clearance - rear differential</td>
<td>0.58</td>
</tr>
<tr>
<td>F: Tread width - centre to centre</td>
<td>2.60</td>
</tr>
<tr>
<td>G: Overall width</td>
<td>3.34</td>
</tr>
<tr>
<td>H: Height to top of cab</td>
<td>3.72</td>
</tr>
<tr>
<td>I: Approach angle</td>
<td>22°</td>
</tr>
<tr>
<td>J: Overall length</td>
<td>10.78</td>
</tr>
<tr>
<td>K: Wheelbase</td>
<td>6.27</td>
</tr>
<tr>
<td>L: Ground clearance @ articulation point</td>
<td>0.68</td>
</tr>
<tr>
<td>M: Dump clearance</td>
<td>0.98</td>
</tr>
<tr>
<td>N: Maximum height - dumping position</td>
<td>6.91</td>
</tr>
<tr>
<td>O: Rear dumping clearance</td>
<td>0.68</td>
</tr>
</tbody>
</table>
STANDARD EQUIPMENT & OPTIONS

STANDARD EQUIPMENT

Operator’s environment
- FOPS (SAE J7231-ISO 3449)
- ROPS (SAE J1040-ISO 3471)
- Air conditioning
- Windshield wiper and washer: front and side
- Rear window protection grille
- Adjustable steering column
- Outside rear view mirrors
- Air suspension driver’s seat
- 5 cm wide retractable seat belt
- Training seat
- Windshield sun shade
- Cup holder
- 24V to 12V converter

Instrumentation
- Hourmeter
- Tachometer [rpm]
- Speedometer [mph and km/h]
- Fuel level
- Engine coolant temperature
- Engine oil pressure
- Transmission oil pressure
- Computer visual display unit

Indicator lights
- Alternator charging
- Turn signal
- Service brake pressure
- Parking brake engaged
- Central longitudinal differential lock
- Dump body raised
- Warning lights test button

For 335B/340B
- Rear longitudinal differential lock
- Switches
- Two speed front wiper
- Front wiper washer
- Side wiper washer
- Interior lights
- Horn
- 12-volt cigarette lighter w/ ashtray
- Hazard warning
- Reverse alarm
- Hi-beam lights
- Turn signal

Transmission
- For 335B/340B
- Hydraulic retarder

Engine
- Tier III certified
- Engine turbo brake
- Electronic Fuel Injection
- Air cleaner - pre-cleaner

Electrical
- 24-volt system
- Head light, stop light, reverse light
- Front and rear turn signals/flashers
- Electrically operating kit up hood
- 12-volt plus (2)
- 12-volt wiring for radio and CB
- For 327B/330B
- 140 amp hour batteries (2) - 1200 CCA
- 70 amp alternator
- For 335B/340B
- 170 amp hour batteries (2) - 1200 CCA
- 90 amp alternator

Hydraulics
- Flow amplified steering
- Hydraulic diagnostic quick couplers
- Emergency steering system
- Ground driven steering pump (1)

MISCELLANEOUS
- Cold start aid - Grid heater
- Cab blower system
- For 327B/335B
- Centralised lube
- For 335B/340B
- Auto Lube System
- For 340B
- Wet brakes, oil cooled

OPTIONS

Body
- Spillguard
- Body heating kit/spillguard
- Rock body
- Ultra heavy duty rock body
- Rear mechanical tail gate
- Body extensions
- Tyres
- For 327B/330B
- 23.5R25 XADN Michelin
- 26.5R25 XADN Michelin
- For 335B
- 26.5R25 XADN Michelin
- For 340B
- 29.5R25 XADN Michelin

Transmission
- For 330B
- Auto warm up with retarder
- For 335B/340B
- Auxiliary Tipping Brake
- For 330B
- Wet brakes, oil cooled

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The call is free from a land line. Check in advance with your Mobile Operator if you will be charged.

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Conforms to directive 98/37/CE