EH series

RIGID DUMP TRUCK
Model Code: EH5000AC-3
Nominal Payload with Standard Equipment: 296 tonnes (326 tons)
Target Gross Machine Operating Weight: 500 000 kg
Engine: Standard: Cummins QSKTTA60-CE
  Rated Power: 2 125 kW (2 850 HP)
Optional: MTU 16V4000 C31
  Rated Power: 2 125 kW (2 850 HP)
Refined engineering and advanced Hitachi AC Drive system technology have created hauling capability well recognized in the surface mining industry.

The EH5000AC-3 continues to prove itself as an exceedingly capable and reliable solution to mine applications worldwide.
AC Drive Proven Performance & Economic Advantages
Hitachi engineered AC drives make your hauler a more valuable asset in your mining operation. Better performance, higher availability, and significant reductions in maintenance and operating costs - result in a lower cost per tonne and a higher return on your investment.

High-Powered Engine Selection
Standard Cummins QSX15-400 engine or optional MTU MT8600 G5 engine is selectable for the market outside of North America. Within North America, choice is limited to the Cummins QSX15-400 engine.

Long Frame Life
A fabricated box section and rectangular frame rail construction provides superior resistance to bending and torsional loads. One-piece top and bottom flanges eliminate cross member tie-in joints and provide a larger exposed center area for access to major components.

Tough Body
The Hitachi horizontal stiffener design minimizes stress concentrations by dissipating load shocks over the entire body length. Efficiently spaced stiffeners provide additional protection by minimizing distances between unsupported areas.

<table>
<thead>
<tr>
<th>Excavator</th>
<th>EX3600-4</th>
<th>EX5600-4</th>
<th>EX8000-4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>BH</td>
<td>BH</td>
<td>BH</td>
</tr>
<tr>
<td>Bucket</td>
<td>22.0 m³</td>
<td>21.0 m³</td>
<td>34.0 m³</td>
</tr>
<tr>
<td>Passes</td>
<td>8</td>
<td>8</td>
<td>5 - 6</td>
</tr>
</tbody>
</table>

Note: Photo may include optional equipment, accessories and all standard equipment with slight difference in color and features.
AC Drive Advantage

Hitachi AC drive technology provides superior truck performance with higher top speeds, better gradeability and stronger electric braking. Hitachi inverter modules provide high rigid truck controllability and efficiency. The Hitachi AC wheel motors do not have commutators and brushes, which improves truck performance by providing reduced maintenance costs, higher truck availability and higher travel speeds. These advantages result in more productivity and lower costs per tonne. Hitachi AC drive systems also power electric train locomotives worldwide.

Hitachi Drive Control System

New Hitachi drive control system for optimal operational stability and performance as follows.

1. Slip / Slide Control System
   If the system senses slipping or locking of rear wheels when traveling on slippery or frozen roads, it adjusts the torques of the wheel motors accordingly, bringing the truck more stable traveling.

2. Pitch Control System
   If the system senses pitching when traveling on bumpy roads or stopping abruptly, it adjusts the torques of the wheel motors accordingly to reduce pitching of the truck, resulting in better operating comfort and fewer load spillage.

3. Side Skid Control System
   If the system senses oversteer or understeer from the newly equipped sensors, it adjusts the torques of the wheel motors accordingly to control the side skidding. This brings the truck smoother movements and more stable traveling and steering.

AC Drive Control

Superior Electric Braking enables the driver to stop the truck using the electric brake pedal only with the exception of emergencies, because the AC drive control system applies the service brakes automatically just before the stopping, resulting in easy machine operation and longer time between service brake maintenance intervals.

Auto Cruise Control keeps vehicle speed constant within the set range by limiting the minimum vehicle speed.

Auto Retarding Control keeps vehicle downhill speed constant within the set range by limiting the maximum vehicle speed.

The AC Drive Wheel Motors

The Hitachi Dual Path Epicyclic Planetary design provides high efficiency and easy maintenance. Allowing the 1st (outer) planetary carrier to travel at wheel speed provides lower operating temperatures. Better component and lubricant life is the result of an inverter controlled lubrication circulation system that includes lubricant cooling and filtration.

Note: This system is designed originally to enhance pleasant driving, so please drive at a safety speed or lower, and make periodic maintenance of the haul road.
The dump truck Aerial Angle system is designed to assist in preventing collisions with obstacles. Aerial Angle has been newly implemented as an advancement and addition to the previous Peripheral Vision system. Obstacles within the front and surrounding areas of the machine are detected with warnings being activated by the system. The dump truck Aerial Angle has two modes. Stationary Mode detects any obstacles within the vicinity when the machine is stationary during dumping, loading, or when it is parked. Forward Mode warns the operator of the possibility of collisions during forward travel.

Stationary Mode

- **Screen Changeover Switch - Check the operating area with the choice of six different screens**

The display layout of the previous Peripheral Vision system has been improved and now includes an additional screen (a total of six screens). This provides greater convenience allowing views to the sides as well as a birds-eye view of the machine itself.

- **Obstacle Detection (When Stationary) - Supports safer checks before operating**

The camera places markers on the screens as it detects obstacles. Red markers indicate any obstacles in the immediate vicinity of the machine, whereas yellow markers indicate obstacles farther away. The markers will continue to follow obstacles until they no longer appear on the screen and have been avoided. This system enables the operator to check for outside obstacles on-screen without having to leave machine. The color of the machine’s icon will change red when an obstacle comes underneath the machine to warn the operator.

- **Obstacle Detection (While Traveling) - Reduces collision risks during forward travel**

Obstacles to the front and their distance from the machine are detected by a millimeter-wave radar. A warning will be activated when another machine in front comes too close. This warning notifies the operator by a buzzer sounding as well as being shown on-screen. Warnings are set at two distance ranges depending on the position of the machine in relation to obstacles.

The system adjusts the warning activation distance depending on the current gross laden weight of the vehicle. The system detects the wheel rotation direction and enables or disables the warning accordingly. (This is activated only during forward travel.)

**Warning:***

- When driving the vehicle, be sure to perform a direct visual check all around the vehicle with your eyes.
- This System is an auxiliary system to assist the operator in driving, and its use should neither substitute the use of common sense safety measures, direct visual observation, and professional judgment. Never solely rely upon this System to operate the vehicle.
- Failure to understand or correctly interpret the images displayed and the alert features of this System may lead to accidents involving serious personal injury or property damage. Operate this System properly by thoroughly reading Aerial Angle Operator’s Manual and getting a good understanding of this System before using it.
- The images projected by this System from above are processed, synthesized camera images; therefore, the surroundings may not continuously appear on the monitor, objects may appear upside down or may not appear, or otherwise appear differently from visual observation.
- Depending on the surrounding environment or the subject of detection, the detection function of this System may not work properly.
- The brightness of the surroundings, weather, road surface conditions, and shape and material of objects detected may cause the alarm of this System to become non-operation or malfunction.
- Hard materials like tires and metal parts around the vehicle may not be detected by the System.

**Note:** There are countries the system cannot be used in due to local laws and regulations etc.
The Hitachi trailing arm suspension system delivers excellent maneuverability, even at higher speeds. The trailing arm layout offers greater ease of servicing while improving truck performance compared to suspended king-pin designs. The pivot mounting of the trailing arm design allows only axial input to the strut and allows wheel movement to the vertical plane only.

Features:
• Lateral forces that act on the front wheels are minimized, resulting in reduced tire scuffing.
• Dynamic friction (side-wall force) within the strut is low due to the features of the trailing arm suspension design, allowing the use of a lighter strut engineered to a smaller diameter and longer stroke.
• The necessary frame bulk (horse-collar structure) needed to mount a suspended king-pin is non-existent.
• The elimination of the “horse-collar” member provides greater engine access.

Superior Suspension

The NEOCON strut used with the trailing arm suspension, improves operator and component isolation, provides better hauler stability and predictable operational control.
• Locating the king-pin close to the wheel assembly and at a slight angle results in low “Dry Park Steering” effort.
• Development of the compressible media, NEOCON-E™ fluid (proprietary, silicone based) for use in the suspension strut with Helium gas, results in an improved energy absorption (isolation) system and an improved energy release (stability) system that responds favorably whether traveling empty or loaded in a wide range of ambient temperatures.

The trailing arm suspension design allows the front struts to be removed and installed without removing the front brakes or tires. This means fewer tools and less labor time are required, resulting in less downtime and higher productivity.

The fast filling system, provided standard on the left side of the radiator, allows direct access at ground level for fast feeding of coolant, grease, hydraulic oil and engine oil. (Couplers are optional.)
The HI-TECH ROPS/FOPS cab has been equipped with a Hitachi controller and a large centrally mounted, color Liquid Crystal Display (LCD) as used in Hitachi large sized excavators. Double wall construction of 11 gauge inner and outer steel panels produces a more structurally sound cab. A three-point rubber isolation-mount arrangement minimizes vibration to the operator compartment.

Additional A/C leg room vents are provided within the cab. These help to keep the lower leg room areas warm or cool depending on conditions providing a more comfortable working environment for the operator.
This on-line machine management system allows you to access each on-site machine from a PC in your office. You can get its operating information and location to increase productivity. Operating data and log are sent to a Hitachi server for processing, and then to customer and dealers. This system is available 24 hours a day, all the year around.

**Remote Machine Management with Global e-Service**

In some regions, Global e-service is not available by local regulations.

- DTU (optional) and fleet management system contract are required. DTU : Data Transfer Unit
- WIU (optional) to transmit operating data for wireless collection is required. WIU : Wireless Interface Unit

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**Low Maintenance Air filters with Evacuator Valves**

Four Air filters with evacuator valves bring easy maintenance.

**Ground Level Battery Box and Relay Box**

The battery box door with gas cylinders allows the operator safe and easy maintenance.

**Collapsible Step for Maintenance inside Rear Axle**

The collapsible step and flat service stage inside rear axle bring higher serviceability and safety.
### ENGINE

**Standard**

- Type: 4 Cycle Diesel w/ DDEC
- Aspiration: 2 stage Turbocharged & Low Temperature Aftercooled
- Emission Certification: U.S. EPA Tier 2

<table>
<thead>
<tr>
<th>Engine Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Power @1900 min⁻¹ (rpm)</td>
<td>2 125 kW (2 850 HP)</td>
</tr>
<tr>
<td>Net power @1900 min⁻¹ (rpm)</td>
<td>1 970 kW (2 640 HP)</td>
</tr>
<tr>
<td>Maximum Torque @1 800 min⁻¹ (rpm)</td>
<td>11 142 N.m (1 136 kgf.m)</td>
</tr>
</tbody>
</table>

**Optional**

- Type: 4 Cycle Diesel w/ DDEC
- Aspiration: 1 stage Turbocharged & Low Temperature Aftercooled
- Emission Certification: Not Certified

<table>
<thead>
<tr>
<th>Engine Parameter</th>
<th>Value</th>
</tr>
</thead>
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<tr>
<td>Gross Power @1900 min⁻¹ (rpm)</td>
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</tr>
</tbody>
</table>

### ELECTRIC DRIVE

**Hitachi AC-Drive System**

**AC Control Cabinet**

- Rectifier
- Number of units: 1
- Rated capacity: 1 860 kW

**IGBT Inverter**

- Number of units: 2
- Rated capacity per unit: 1 200 kW
- Chopper
- Number of units: 2
- Rated capacity per unit: 1 960 kW

**Rectifier**

- Model: MTU 16V4000 C31
- Starting: 24 Volt Electric
- No. of Cylinders: 16
- Bore & Stroke: 159 x 190 mm
- Displacement: 60 L
- Rated capacity per unit: 1 950 kW
- Maximum Torque @1 800 min⁻¹ (rpm): 11 142 N.m (1 136 kgf.m)

### ELECTRICAL SYSTEM

**Alternator**

- Model: 4 Cycle Diesel w/ DDEC
- Starting: 24 Volt Electric
- Displacement: 60 L
- No. of Cylinders: 16
- Bore & Stroke: 159 x 190 mm
- Rated capacity per unit: 1 950 kW
- Maximum Torque @1 800 min⁻¹ (rpm): 11 142 N.m (1 136 kgf.m)

### TIRES

**Front and Rear**

- Rim Width (Standard): 53/80R63 (914 mm (36 in))

### BRAKE SYSTEM

**Service Brake**

Service braking for the EH5000AC-3 is made up of front and rear hydraulically applied brakes and the electric brake.

**Front Axle – Dry Disc**

- Disc Diameter Each: (2 discs/axle, 4 calipers/disc) 133.3 cm
- Number of units: 2
- Emission Certification: U.S. EPA Tier 2
- Gross Power @1900 min⁻¹ (rpm): 2 125 kW (2 850 HP)
- Net power @1900 min⁻¹ (rpm): 1 970 kW (2 640 HP)

**Rear Axle – Oil-cooled Wet Disc**

- Disc Diameter Each (2 discs/axle, 4 calipers/disc): 133.3 cm
- Number of units: 2
- Emission Certification: Not Certified
- Gross Power @1900 min⁻¹ (rpm): 2 125 kW (2 850 HP)
- Net power @1900 min⁻¹ (rpm): 1 970 kW (2 640 HP)
- Maximum Torque @1 800 min⁻¹ (rpm): 11 142 N.m (1 136 kgf.m)

### HYDRAULIC SYSTEM

**Body Raise Time**

- 58 degrees

**Body Down Time (Float)**

- 22 sec
SPECIFICATIONS

WEIGHS (Approximate)
Net machine weight stated below includes standard equipment. Net machine weight changes will directly affect the Nominal Payload.

<table>
<thead>
<tr>
<th>Component</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chassis with Host &amp; Body Parts</td>
<td>174,000 kg</td>
</tr>
<tr>
<td>Body</td>
<td>30,000 kg</td>
</tr>
<tr>
<td>Net Machine Weight</td>
<td>204,000 kg</td>
</tr>
</tbody>
</table>

The Net Machine Weight specification includes operator and 100% fuel.

Note:
Body parts mean assembled standard parts to the body, such as mud guards, body pads, rock ejector bars, arm guard and fasteners.

Nominal Payload: 296 tonnes
Target GMOW: 500,000 kg

Note:
The Nominal Payload specification is calculated using the Hitachi Loading Policy. Specific job site requirements may result in an adjustment to the Nominal Payload weight. Consult your Hitachi dealer for a truck configuration which will match your haulage application.

Weight Distribution

<table>
<thead>
<tr>
<th></th>
<th>Front</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td>Empty</td>
<td>48%</td>
<td>52%</td>
</tr>
<tr>
<td>Loaded</td>
<td>33%</td>
<td>67%</td>
</tr>
</tbody>
</table>

Front Suspension
Independent trailing arms make up the front axle. NEOCON struts containing energy-absorbing gas and compressible NEOCON-ES™ fluid are mounted between the trailing arms and frame. Inherent in the NEOCON strut design is a variable damping and rebound feature.

Rear Suspension
"A" frame structure, integral with axle housing, links the drive axle to the frame at forward center point with pin and spherical bushing. A track rod provides lateral stability between the frame and drive axle. Heavy-duty rear-mounted NEOCON struts containing energy-absorbing gas and compressible NEOCON-ES™ fluid suspend the drive axle from the frame. Integral variable damping and rebound feature included.

HI-TECH ROPS/FOPS CAB
New HI-TEC ROPS/FOPS Cab
ROPS/FOPS complies with ECE R41 and FOPS complies with ISO3449. A three-point rubber ESD-mount arrangement to the high-arch cross member minimizes vibration transfer to the operator compartment. New wider cab with double full-size seat available and enough trainer’s leg space brings comfortable operating and training.

Monitoring System
A new Hitachi system monitor provides display information and diagnostics of all onboard systems and controls which include the engine and Hitachi AC drive. Data links offer complete integration, while a color Liquid Crystal Display (LCD) clearly details machine functions.

Downtime is minimized with faster and more reliable troubleshooting and analysis. A new Hitachi load monitoring system offers benefits such as better equipment utilization on the jobsite, accurate unit and fleet production results, and benchmark unit statistics against fleet results. Cycle time, distance and cycle count can all be measured and recorded as information that can help in developing higher productivity. The Hitachi load monitoring system is fully integrated with the Hitachi vehicle monitoring system and display interface, avoiding potential failure or error common in aftermarket systems.

Camera Monitoring System
Included as standard safety support equipment, an analog monitor has been mounted to the dashboard to display live camera information of the rear and right front area.

SUSPENSION

<table>
<thead>
<tr>
<th>Component</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Suspension</td>
<td></td>
</tr>
<tr>
<td>Rear Suspension</td>
<td></td>
</tr>
<tr>
<td>Weight Distribution</td>
<td></td>
</tr>
<tr>
<td>Empty</td>
<td></td>
</tr>
<tr>
<td>Loaded</td>
<td></td>
</tr>
</tbody>
</table>

Frame
Full fabricated box section main rails with section height tapered from rear to front. Narrow at the rear to support the loads and wider at the front to allow for engine accessibility. One piece top and bottom flanges that eliminate cross member tie in joints and provide a large exposed space brings comfortable operating and training.

High Arch Design with bolt fastened cab support brings less assembling time and higher serviceability during engine overhaul.

Note:
Cycle time, distance and cycle count can all be measured and recorded as information that can help in developing higher productivity. The Hitachi load monitoring system is fully integrated with the Hitachi vehicle monitoring system and display interface, avoiding potential failure or error common in aftermarket systems.
Operational Benefits
Haulroad Safety
Truck loading within the limitations of the Hitachi Loading Policy will result in designed and certified operational performance of the steering, brake and ROPS systems of the truck.*

Efficient Productivity
Truck loading within the limitations of the Hitachi Loading Policy will result in optimizing the fuel economy and travel speed performance to which the truck was designed to.*

Availability and Maintenance
Lower maintenance costs and higher availability can be achieved if truck loading is within the limitations of the Hitachi Loading Policy.*

*Hitachi recommended maintenance is required.

Tough Body Structure
Designed by Hitachi for long lasting strength and productivity. Hitachi offers customized solutions to match specific load and haul applications. Optional bodies and parts are engineered on request.

BODY
An extended canopy protects service deck area. High tensile strength 400 BHN abrasion resistant alloy steel is used in thicknesses indicated below:

<table>
<thead>
<tr>
<th>Component</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Floor</td>
<td>16</td>
</tr>
<tr>
<td>Front</td>
<td>9</td>
</tr>
<tr>
<td>Sides</td>
<td>9</td>
</tr>
<tr>
<td>Canopy</td>
<td>6</td>
</tr>
<tr>
<td>Corners</td>
<td>12</td>
</tr>
</tbody>
</table>

High strength 690 N/mm² (100,000 psi) alloy steel is also used for the canopy side members and floor stiffeners. The body is rubber cushioned on the frame.

Optional Body Liners

<table>
<thead>
<tr>
<th>Component</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Floor &amp; Corners</td>
<td>12</td>
</tr>
<tr>
<td>Sides &amp; Front</td>
<td>6</td>
</tr>
<tr>
<td>Canopy drop edge</td>
<td>6</td>
</tr>
</tbody>
</table>

Special plate thicknesses and partial plates are available.

SERVICE CAPACITIES

<table>
<thead>
<tr>
<th>System</th>
<th>Capacity (L)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crankcase (Includes Filters): Cummins</td>
<td>260 L</td>
</tr>
<tr>
<td>Engine Cooling System: Cummins</td>
<td>725 L</td>
</tr>
<tr>
<td>Engine Cooling System: MTU</td>
<td>667 L</td>
</tr>
<tr>
<td>Fuel Tank (Standard)</td>
<td>2,900 L</td>
</tr>
<tr>
<td>Fuel Tank (Optional)</td>
<td>4,950 L</td>
</tr>
<tr>
<td>Hydraulic System</td>
<td>960 L</td>
</tr>
<tr>
<td>Rear Brake Cooling System</td>
<td>170 L</td>
</tr>
<tr>
<td>Planetary Drives (L &amp; R)</td>
<td>360 L</td>
</tr>
<tr>
<td>Front Wheels (L &amp; R)</td>
<td>24 L</td>
</tr>
<tr>
<td>Control Cabinet Cooling System</td>
<td>59 L</td>
</tr>
<tr>
<td>Main Accumulator</td>
<td>2 x 70 L</td>
</tr>
<tr>
<td>Windshield Washer</td>
<td>20 L</td>
</tr>
</tbody>
</table>

PERIMETER VISIBILITY (STANDARD)
The addition of mirrors and cameras to the base model make the truck compliant to the perimeter viewing requirement of standards ISO 5006 and ISO 14401.

Standard Body
The Hitachi standard body is designed to accommodate the needs of popular mid-range material densities and the most popular loading machines. Various options, such as liners, spilt guard, extended canopy are available.

Coal Body (Optional)
The Hitachi coal body has been designed for low material density, small fragmented, low abrasive material. This coal body offers excellent material shedding, low empty weight and large capacity.

Iron Ore Body (Optional)
The Hitachi iron ore body has been designed for use in rugged iron ore mining applications. The body has been designed for high density material and optimized loading and dumping.

Customized Body (Optional)
Upon request and approval, Hitachi will design bodies to suit special mining applications.

HITACHI BODIES

<table>
<thead>
<tr>
<th>Body Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard Body</td>
</tr>
<tr>
<td>Coal Body (Optional)</td>
</tr>
<tr>
<td>Iron Ore Body (Optional)</td>
</tr>
</tbody>
</table>

HITACHI LOADING POLICY

Operational Benefits
Haulroad Safety
Truck loading within the limitations of the Hitachi Loading Policy will result in designed and certified operational performance of the steering, brake and ROPS systems of the truck.*

Efficient Productivity
Truck loading within the limitations of the Hitachi Loading Policy will result in optimizing the fuel economy and travel speed performance to which the truck was designed to.*

Availability and Maintenance
Lower maintenance costs and higher availability can be achieved if truck loading is within the limitations of the Hitachi Loading Policy.*

*Hitachi recommended maintenance is required.
### Dimensions

Note: Dimensions shown are for an empty machine with 22.5/80R63 tires. Exact dimensions may vary due to tire make, type, and inflation pressure.

### Equipment

#### General
- AC drive system
- Auto cruise control
- Automatic lubrication system (Lincoln)
- Battery isolation switch
- Body prop cable
- Control panel pressurized/liquid-cooled isolation
- Deck mounted muffler
- Deck mounted stone guards
- Diagonal front stairway
- Electric controlled hoist system
- Electric home (RHS)
- Emergency ladders (RHS)
- Engine access ladders (LHS)
- Engine shutdown switch
- Backup engine (LHS)
- Ground level, on bumper (RHS)
- Inside rear axle (LHS/RHS)
- Fan and belt guards
- Fan clutch
- Fuel fluid filling system
- Fuel fluid filling system provision
- Final drive lubricant cooling
- Final drive lubricant filtration
- Fore view mirrors, LHS/RHS
- Fuel/Water separator
- Fuel tanks, 2 900 L
- Ground level battery box

#### Cab
- Air conditioner
- Ashtray, cigar lighter
- Auxiliary outlet, 12 volt
- Camera monitor
- Coast hook
- Document holder
- Drink holders (LHS/RHS)
- Edge blocks, on tray (RHS)
- Engine shutdown switch
- FM radio
- Foot rest
- Heater and defroster
- Integral ROPS/FOPS cab
- LCD system monitor
- LED night lights (RHS/LHS)

#### Indicators and Gauges Shown on Monitor Display
- AC, drive system maintenance is required
- Hour meter
- Warning indicator
- Ambient temperature
- Body angel indicator
- Brake steering hydraulic oil pressure gauge
- Central warning indicator
- Clock
- Constant temperature gauge
- Drive control status indicator
- Drive related warning indicators
- Engine oil pressure gauge
- Engine related warning indicators
- Engine stop warning indicator
- Fuel gauge

#### Machine Lights
- Backup lights (RHS/LHS)
- Clearance lights (RHS/LHS)
- Combination stop and tail lights (RHS/LHS)
- Deck lights (RHS/LHS)
- Diagonal front stairway light

#### Optional Equipment
- **Aerial Angle**
  - Auxiliary lamp connection
  - Auxiliary steer connection
  - Body lines 40X8BHNN
  - Body prop pins
  - Body sides
  - Cold weather package **
  - Communication system (alternative) **
  - GPS/MS communication system
  - Satellite data transmitting system
  - Fast fluid filling system couplers
  - Fast fluid filling system
  - Fuel tanks, 4 950 L
  - Full size air suspension operator’s seat with 3-point, 50 mm wide seat belt, & semi-active suspension control
  - Full size air suspension trainer’s seat with 3-point, 50 mm wide seat belt, & semi-active suspension control

- **General**
  - Load and dump brake switch
  - Override switch
  - Seat
  - Full size air suspension operator’s seat with 3-point, 50 mm wide seat belt, & automatic weight adjustment
  - Regular size mechanical suspension trainer’s seat with 2-point, 50 mm wide seat belt
  - Tinted safety glass, with roll-down windows
  - Tray, front and rear
  - 12 volt accessory connection

- **INDICATORS AND GAUGES SHOWN ON MONITOR DISPLAY**
  - Hour meter
  - Hydraulic related warning indicators
  - Indicate HCM code
  - Indicate message
  - Indicate SAE code
  - Load meter
  - Model name
  - Shift lever position indicator
  - Speedometer (with odometer)
  - Speedometer
  - Stop valve warning indicator
  - Tachometer
  - Turn signal indicator
  - Wheel motor temperature gauge

- **OPTIONAL EQUIPMENT WEIGHT**
  - Body lines 40X8BHNN (plates including floor & corners (12 mm thicknesses), sides & front and canopy drop edge (6 mm thicknesses) ................. 9 300 kg
  - 4 950 L fuel tank with 100 % fuel (additional weight to the standard tank with 100 % fuel) .............................................................. 2 400 kg
  - Body prop pins ................................................................. 80 kg
  - L & M Radiator with Cummins engine (additional weight) ............. 430 kg
  - Loadweight displays (2) ....................................................... 150 kg
  - Rims, 38 inch (additional weight) ........................................... 780 kg

- **Notes**
  - Regarding the Cummins engine, fuel optimized ratings available to meet worldwide emissions and enhanced fuel efficiency. Contact your nearest authorized Cummins Distributor for details and availability.
  - The availability of the system depends on licensing regulations in each country. Please contact Hitachi dealer for more information.
  - **Geared on request**

**OPTIONAL EQUIPMENT**
- Gridbox guard **
- Halogen front line lights (2)
- Headlight mirrors
- HD headlamps (RHS)
- Loadweight displays (2)
- Radiator, L & M Radiators, for the Cummins engine
- Rims, 36 inch
- Sound attenuation package **
- Spare rim
- Trolley configuration
- WUI (Wireless Interface Unit) **

**OPTIONAL EQUIPMENT WEIGHT**
Before using a machine with a satellite communication system, please make sure that the satellite communication system complies with local regulations, safety standards and legal requirements. If not so, please make modifications accordingly.

These specifications are subject to change without notice. Illustrations and photos show the standard models, and may or may not include optional equipment, accessories, and all standard equipment with some differences in color and features. Before use, read and understand the Operator’s Manual for proper operation.