SPECIFICATION

PLATED WEIGHTS – AWR CHASSIS/CAB WEIGHTS

<table>
<thead>
<tr>
<th>Design Gross</th>
<th>Front Axle Kg</th>
<th>Second Steer Kg</th>
<th>Rear Axle Kg</th>
<th>GVW Kg</th>
<th>GTW Kg</th>
</tr>
</thead>
</table>
| Front axle capacity up to a maximum of 8000 kg available as option.
| Legal Max in GB Kg | 7100† | 6000 | 10000 | 23100 | 44000 |

Twin Steer Tractor

R/G 410 LA6x2/4MNA

Euro 6

45000Kg GTW

TWIN STEER TRACTOR

DIMENSIONS (mm)

| L011 4000 |
| L015 3532 |
| L020 780 |
| Sleeper Cab CG 892 |

Fifth Wheel position to suit 16.5m overall length

Max. imposed load = 12572 kg – Sleeper Cab

H039 unladen = 1000mm
H040 laden = 970mm
L015 = theoretical wheelbase

CG dimension for imposed load calculated for standard model at standard GB plated weights. This dimension can be varied to suit specific trailer swing clearances but may result in a reduction in imposed load. Height dimensions measured to top of frame at rear bogie centreline.

PLATED WEIGHTS – AWR

CHASSIS/CAB WEIGHTS

(Tolerance +/- 2.5%)

<table>
<thead>
<tr>
<th>Axle distance</th>
<th>Front</th>
<th>Bogie</th>
<th>Total (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4000</td>
<td>5133</td>
<td>2871</td>
<td>8004</td>
</tr>
</tbody>
</table>

Chassis cab weight includes 20 litres of fuel, oil and water. Driver not included. See overleaf for option weights.

† Front axle capacity limited by tyres.

Plated weights dependent on statutory tyre limitations.
ENGINE (EURO 6)

Scania '13 litre' vertical six cylinder in-line turbocharged intercooled direct injection diesel with Scania XPI.

**Type:** DC 13-115
**Swept Volume:** 12.74 litres
**Bore:** 130 mm
**Stroke:** 160 mm
**Compression Ratio:** 20:1

*Max. Power:* 302kW (410 h.p.) at 1900 rev/min
*Max. Torque:* 2150 Nm (1586 Ibf.ft) between 1000 & 1300 rev/min

**Engine Management System:** EMS incorporating Cruise Control and speed limiter
**Emission Control:** Scania SCR

**Air Cleaner:** Dry replaceable paper element

**Oil Capacity:** 40 litres
**Coolant Capacity:** 55 litres
**Water cooled with rubber mounted 2 row radiator**

**Air assisted with clutch wear protection**

**Coolant Capacity:** 55 litres
**Oil Capacity:** 40 litres
**Air Cleaner:** Dry replaceable paper element

**Engine Driven P.T.O. provision:** ED120

**Options:**
(1) Details as above except for the following:-

*Max. Power:* 331kW (450 h.p.) at 1900 rev/min
*Max. Torque:* 2500 Nm (1844 Ibf.ft) between 1000 & 1300 rev/min

**Type:** DC13-124

**Emission Control:** Scania EGR/SCR

**Clutch:** Single dry plate
**Operation:** Air assisted with clutch wear protection

**Gearbox:**
**Type:** Scania GRS905 fourteen speed with synchromesh on all except two crawler gears.
**Incorporating range change and splitter**

**Oil Capacity:** 16.5 litres (17.5 litres with oil cooler)

**Options:**
(1) Oil cooler – standard with DC13-124 and DC13-125 engines

**Gear Ratios**

<table>
<thead>
<tr>
<th>Low Range Split</th>
<th>High Range Split</th>
</tr>
</thead>
<tbody>
<tr>
<td>L</td>
<td>H</td>
</tr>
<tr>
<td>Crawler</td>
<td></td>
</tr>
<tr>
<td>16.41:1</td>
<td>13.28:1</td>
</tr>
<tr>
<td>11.32:1</td>
<td>9.16:1</td>
</tr>
<tr>
<td>4.63:1</td>
<td>3.75:1</td>
</tr>
<tr>
<td>1.92:1</td>
<td>1.55:1</td>
</tr>
<tr>
<td>Reverse</td>
<td></td>
</tr>
<tr>
<td>14.77:1</td>
<td></td>
</tr>
</tbody>
</table>

**Options:**
(1) Type: Scania GRS905 fourteen speed overdrive range change/splitter including two crawler gears
(2) Opticruise: Gearchange management system.

**Front Axle**

**Type:** Scania AM740 I section rigid beam – AM740 if air suspension

**Capacity:** 7500Kg

**Options:**
(1) Scania AM950 – capacity 9000 kg.
(2) Scania AMA860 – air only – capacity 8000 kg.

**Steering**

**Type:** Recirculating ball. Hydraulically assisted power steering
**Steering wheel:** Diameter 450mm. Lock to lock 4.9 turns
**Turning circle:** Kerb to kerb 4.000m A/D 14.58m

**Suspension**

**Type Front:** Semi-elliptic parabolic springs with swinging shackles and threaded shock absorbers. Anti-roll bar.
**Type Rear:** Second steer axle - quarter elliptic with air bellows (A) which may be evacuated from the cab to increase drive axle traction. Pneumatic mid-axle hoist. Drive axle - quarter elliptic with air bellows. Chassis height may be raised or lowered to assist loading. Double acting telescopic shock absorbers are fitted to all axles.

**Spring Size**

**Front**

Length: 1820mm
No. of leaves: 2 x 32mm
Design Capacity: 7500Kg

**Options:**
(1) Air suspension on front axle – design capacity 7500 or 8000 kg.
(2) 3 x 29mm leaves – design capacity 8500 kg.

**Wheels & Tyres**

8.25 x 22.5 ten stud spigot mounted disc wheels fitted with 295/80R22.5 radial tubeless tyres.

**Options:**
(1) 9.00 x 22.5 wheels with 315/80R22.5 tyres, (2) 11.75 x 22.5 wheels with 385/65R22.5 or 385/55R22.5 tyres - front axle only, (3) Aluminium wheels - Machined or Polished surface finish, (4) Wheel embossers - steering axles, (5) Tyre Pressure Monitoring (TPM).

**Frame**

**Type:** F950-50
Flat top constant depth "U" channel with riveted crossmembers

**Sidemember Dimensions:**
F950 - 270 x 90 x 9.5mm
Width over parallel section of frame = 770mm

**Bumper:** Aerodynamic incorporating FUP

**Options:**
(1) Side skirts – 580mm deep – N/A with XW fuel tanks
(2) Steel bumper – increases front overhang to 1510mm
(3) Centre tow pin – steel bumper only

**Brake System**

**Type:** Ventilated disc brakes on all axles. Dual circuit, full air, EC brake system incorporating Category 1 ABS and Traction Control.
Electronic signalling with pneumatic back-up.
Pad wear indicator. Brake pipes manufactured from either rust protected steel or high impact synthetics

**Service Circuit:** Actuates all tractor and trailer brakes
**Secondary Circuit:** Actuates split service system plus trailer brakes
**Parking Brake:** Actuates spring chambers on front and drive axles
**Exhaust Brake:** Air actuated operated by brake pedal
**Brake Antifreeze Protection:** Air dryer
**Brake Wear Adjusters:** Automatic

**Options:**
(1) Scania Hydraulic Retarder
(2) ESP - Electronic stability programme
### BRAKE DIMENSIONS
- **Pad lining area:** 2 x 190cm² on all axles
- **Swept area of each disc:** 2 x 940cm²

### ELECTRICAL SYSTEM
- **Type:** 24V neg (-ve) earth
- **Alternator:** 100A
- **Batteries:** Twin 180 Ah
- **Rear H.I. lamps, Reversing lights, Side marker lamps, Battery connection – 200A.**

**Options:**
1. 140Ah batteries, 2. 225Ah batteries – left or rear mounted, 3. 150A Alternator, 4. Dual battery system, 5. Bodywork electrical preparation – see separate document.

### FUEL TANKS
- **1 x 300 Litre aluminium LHS**
- **AddBlue tank on RHS - capacity 47 litres.**

**Options:**
- **Capacity - 80 litres**
  - Steel - G
  - Aluminium - W
  - Aluminium - XW

<table>
<thead>
<tr>
<th>Steel - G</th>
<th>Aluminium - W</th>
<th>Aluminium - XW</th>
</tr>
</thead>
<tbody>
<tr>
<td>LH side</td>
<td>RH side</td>
<td>LH side</td>
</tr>
<tr>
<td>200</td>
<td>300</td>
<td>175</td>
</tr>
<tr>
<td></td>
<td></td>
<td>175</td>
</tr>
</tbody>
</table>

Mandatory battery position – 1 = LHS, 2 = Rear. Tank sizes can be supplied in LH + RH combinations of the above but steel and aluminium cannot be mixed. Sides viewed from rear.

### INSTRUMENTS & CONTROLS
- Two man, one day, EC digital tachograph, rev-counter and gauges for coolant temperature and fuel. Central display for vehicle information and warning messages. Six speed wipers with four jet integral screen wash. Halogen headlamps adjustable from cab for correction of beam height. Warning lights for all major systems grouped within easy vision.
- Instrument panel of modular design with switches and controls grouped according to usage. All instruments are back-lit and non-reflective. Impact absorbing, adjustable steering wheel with column lock.

### CAB
- **CR19 Sleeper Cab**
- *Please see separate specification – ‘Scania Cabs’ for equipment levels.*

**Options:**

### P.T.O. OPTIONS
- For applicability and specification information please visit: [www.scania.co.uk/trucks/](http://www.scania.co.uk/trucks/) > Bodybuilder > Bodywork Information > Power take-offs and hydraulics.

### GENERAL EQUIPMENT
- **Fixed 5th wheel - 285mm above frame**
- **Lead-on ramps**
- **Double Manwalk with step and coupling lamp**
- **Rear Wings**
- **Front tow pin**

**Options:**
1. Fifth wheel position in front of drive axle centre line - 635 to 1085mm in 50mm increments
2. Sliding fifth wheel - 303mm above frame.
3. Vertical exhaust outlet – N/A with ADR to EXII/EXIII or FL.
4. ADR to EXII/EXIII, FL, OX or AT
5. Scania Lane Departure Warning (LDW)

### WEIGHTS FOR OPTIONAL EQUIPMENT IN KILOGRAMS (Front – Rear – Total)

| Axle Distance | DC13-124/125 engines | AM950 front axle | Air suspension front | 3 x 23mm front springs | 9.00x22.5 Wheels | 315/80 Tyres | 11.75x22.5 Wheels | 385/55 Tyres | 11.75x22.5 Wheels | 385/55 Tyres | Aluminium Wheels | 8.25x22.5 | 9.00x22.5 | 11.75x22.5 | Side skirts | PUP steel bumper | Centre tow pin | Retarder | 140Ah Batteries | 225Ah Batteries | Dual Batteries | Std. Tank Full | Std. Tank Full + 1 x 175lt/W | Sliding 5th wheel | Vertical exhaust outlet | CR16 cab with defl. | CR19 Highline cab with defl. | CR19 Topline cab with defl. | CG14 short cab with defl. | CG16 day cab with defl. | CG19 sleeper cab with defl. | CG19 Highline cab with defl. | Delete air deflectors | EG Series PTOs | BK Series PTOs |
|--------------|---------------------|-----------------|---------------------|------------------------|-----------------|---------------|------------------|--------------|------------------|--------------|----------------------|-------------|-------------|-----------|------------|----------------|----------------|------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|---------------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|------------------|
| 4000         | +57                | +53             | +13                | +40                     | +15             | +55            | +44              | +44          | +44              | +44          | +40                    | +13         | +40          | +15      | +40         | +13           | +40           | +15       | +40            | +40            | +40              | +40             | +40              | +40              | +40              | +40              | +40            | +40            | +40            |

* Additional to standard tank full of fuel.
ENGINE PERFORMANCE


GEAR STEP DIAGRAM

Speed and gear ratio diagram showing optimum cruising speeds and gradeability.

SPEED/GRADEABILITY
Gradeability may be limited by tyre adhesion.

Axle gear/ Ratio | Optimum Cruising Speed | Gradeability - steady climb – in percent |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>M.P.H.</td>
<td>DC13-115</td>
</tr>
<tr>
<td>R 780 2.59 Std</td>
<td>51 – 56</td>
<td>&gt;35</td>
</tr>
<tr>
<td>R 780 2.71</td>
<td>49 – 56</td>
<td>&gt;35</td>
</tr>
<tr>
<td>R 780 2.92</td>
<td>46 – 56</td>
<td>&gt;35</td>
</tr>
<tr>
<td>R 780 3.08</td>
<td>43 – 56</td>
<td>&gt;35</td>
</tr>
<tr>
<td>R 780 3.27</td>
<td>41 – 54</td>
<td>&gt;35</td>
</tr>
<tr>
<td>R 780 3.42</td>
<td>39 – 51</td>
<td>&gt;35</td>
</tr>
<tr>
<td>R 780 3.80</td>
<td>35 – 46</td>
<td>&gt;35</td>
</tr>
</tbody>
</table>

Calculations assume standard specifications. Performance achieved in operation will depend on conditions, bodywork, gear ratios and tyre specification.

The specifications contained in this publication are intended as a general guide, and not as representations as to the product described, nor as binding in detail.