MAXIMUM GMW: 244,000 LB. (110,677 KG)

RATED POWER: 760 HP (567 KW)
STANDARD EQUIPMENT

General
- ACCU-TRAC suspension system
- All-hydraulic braking
- Allison M6610 transmission
- Automatic transmission shifting
- Battery disconnect switch
- Body-down indicator, mechanical
- Body exhaust
- Body prop cable
- Body-up and -down cushioning
- Body-up speed restriction
- Bolt-on nose-cone bushing
- Canopy spill guard
- Circuit port, circuit breaker
- Circuit port, fuse
- Continuous heated body
- Cooling system surge tank
- Dagger clamps (rear wheels)
- DC/DC converter, 25 amp
- Driveline guard, front
- Electric horns
- Electric start
- Electronic hoist control
- Engine access step
- Engine belt protection
- Engine compartment light
- Fan guard
- Fenders
- Five-piece rims
- Fixed steering stops
- Fluid sampling port
- Front brake cut-off switch
- Fuel/water separator
- Guardrails
- Hoist interlock
- LED tailights
- Load-lump brake
- Lube system, centralized
- Mirrors, right and left, hand adjustable

NEOCON suspension struts
- Park brake, dry disc
- Park-brake interlock
- Reverse alarm
- Sight gauges for cooling system, hoist tank, steering tank, and transmission
- Steering accumulator
- Swing-out grille
- Tire guards, bolt-on
- Tow points, front and rear
- Trainer seat
- Transmission guard
- Two-speed reverse

Cab
- 12-volt accessory connection
- Air conditioning
- Air-filtration/replaceable element
- Cigarette lighter
- Climate center with air conditioner and heat
- Door locks
- Footrest (left and right)
- Full trainer seat
- Heater and defroster, 26,000 Btu
- Integral ROPS/FOPS cab
- ISO driver envelope
- Quick-connect test ports
- Rubber floor mat
- Seat, air ride
- Seat belts, retractor (operator/trainer)
- Speakers, antenna, and wiring
- Tilt/telescopic steering wheel
- Tinted safety glass, with roll-down windows
- Windshield washer, intermittent wiper

Gauges and Indicators
- Battery charge
- Body up
- Brake system oil pressure
- Central warning (caution)
- Central warning (stop)
- Engine coolant level
- Engine oil pressure
- Engine, other malfunctions
- Filter restriction
- High beam
- Parking brake applied
- Steering oil pressure
- Steering oil temperature
- Transmission malfunction
- Transmission oil pressure
- Turn signal/hazard
- Brake oil temperature
- Converter oil temperature
- Coolant temperature
- Hour meter (LCD)
- Odometer
- Speedometer
- Steering/brake oil pressure
- Tachometer

Machine Lights
- Backup lights (2)
- Clearance lights (2)
- High-intensity headlights (HD) (4)
- Stop and tail (2)
- Turn signals and 4-way flashers

OPTIONAL EQUIPMENT

Cab
- Active Traction Control (ATC) w/ Electronic Downhill Speed Control (EDSC)
- Air suspension seat, semi-active, with heat and lumbar, 3-point seat belts
- AM/FM radio with CD/MP3 player
- Power cab windows

Chassis
- Additional backup light
- Automatic lube system, Groeneveld
- Body liner, heavy duty (1/2 in. with rock cap)
- Body liner, partial (add 3/8 in. to floor plate and valley)
- Body liner, standard (3/8 in. with rock cap)
- Body side extensions
- Canopy arm guard
- Canopy spill guard extension
- Mild cold-weather package (32 deg. F to –4 deg. F)
- Extreme cold-weather package (–4 deg. F to –41 deg. F)
- Electrically heated mirrors
- Exhaust system, deck mounted
- Fog lights
- Ground-level engine shutdown
- Haultronics II load-monitoring system
- Hill hold brake
- Rear driveline guard
- Rock cap
- Service center without fast filling
- Service center with fast filling on steel tank (must purchase steel fuel tank)
- Side mud guard
- Sound-suppression kit

Miscellaneous
- Extra operator’s manual
- Extra parts manual — hard copy
- Service manuals — hard copy

EH1100-3 DIMENSIONS
ENGINE

<table>
<thead>
<tr>
<th>Model</th>
<th>MTU Series 2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>4-cycle, 12-cylinder, diesel injection</td>
</tr>
<tr>
<td>Emission Certification</td>
<td>U.S. E.P.A. Tier 2, E.U. Stage II</td>
</tr>
<tr>
<td>Aspiration</td>
<td>Turbocharged/Aftercooled</td>
</tr>
<tr>
<td>Rated Power @ 2,100 rpm</td>
<td>760 hp (567 kW)</td>
</tr>
<tr>
<td>Gross (SAE J1995)</td>
<td>697 hp (520 kW)</td>
</tr>
<tr>
<td>Maximum Torque @ 1,350 rpm</td>
<td>2,280 ft./lb. (315 kgf.m) (3091 N.m)</td>
</tr>
<tr>
<td>Bore and Stroke</td>
<td>5.12 in. x 5.91 in. (130 x 150 mm)</td>
</tr>
<tr>
<td>Piston Displacement</td>
<td>1,458 cu. in. (23.9 liters)</td>
</tr>
<tr>
<td>Torque Rise</td>
<td>20%</td>
</tr>
<tr>
<td>Starting</td>
<td>Electric</td>
</tr>
</tbody>
</table>

TRANSMISSION

<table>
<thead>
<tr>
<th>Model</th>
<th>Allison H6610A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>Fully automatic, planetary type with integral lockup converter</td>
</tr>
<tr>
<td>Mounting/Position</td>
<td>Remote from engine and rear axle for serviceability</td>
</tr>
<tr>
<td>Ranges</td>
<td>6 forward, 2 reverse</td>
</tr>
<tr>
<td>Control</td>
<td>Allison CEC2 electronics shift system with Shift Energy Management (SEM)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maximum Speeds @ Governed Engine Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Differential</td>
</tr>
<tr>
<td>Planetary</td>
</tr>
<tr>
<td>Gear</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td>6</td>
</tr>
<tr>
<td>R1</td>
</tr>
<tr>
<td>R2</td>
</tr>
</tbody>
</table>

DRIVE AXLE

<table>
<thead>
<tr>
<th>Model</th>
<th>2354</th>
</tr>
</thead>
<tbody>
<tr>
<td>Axle Design</td>
<td>Full floating axle shafts using Model 2354 differential and single-reduction planetaries at each wheel</td>
</tr>
<tr>
<td>Traction Control</td>
<td>Optional electronic feature that includes electronic downhill speed control</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Differential and Final-Drive Ratios</th>
</tr>
</thead>
<tbody>
<tr>
<td>Differential</td>
</tr>
<tr>
<td>Planetary</td>
</tr>
<tr>
<td>Total Reduction</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maximum Speeds</th>
</tr>
</thead>
<tbody>
<tr>
<td>With 24.00 R35 Tires</td>
</tr>
</tbody>
</table>

TIRES

<table>
<thead>
<tr>
<th>Front</th>
<th>24.00 R35 (Standard)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear</td>
<td>24.00 R35 (Standard)</td>
</tr>
<tr>
<td>Bridgestone VRLS E3A E4 tires standard. Optional tire brands and tread patterns available.</td>
<td></td>
</tr>
</tbody>
</table>

ELECTRICAL SYSTEM

24-volt starting, lighting, and accessories system. 75-ampere alternator with integral transistorized voltage regulator. Two 12-volt heavy-duty batteries capable of 1,300 cold cranking amps each at 0 deg. F (–17 deg. C). A Hitachi solid-state reprogrammable controller regulates and monitors hauler systems, provides output information to control gauges and lights, and incorporates connections for diagnostic tools.

BODY CAPACITY

| Struck (SAE) | 37 cu. yd. | 28.2 m³ |
| Heap 3:1 | 46 cu. yd. | 35.2 m³ |
| Heap 2:1 (SAE) | 51 cu. yd. | 38.7 m³ |

Body capacity and payload subject to change based on customer-specific material density, options, and application.

WEIGHTS

Weights given are for standard options, body, and tires. Net machine weight changes will directly affect the payload. Material density will determine body volume figures.

| Chassis with Hoist | 73,482 lb. (33,325 kg) |
| Body | 27,536 lb. (12,488 kg) |
| Net Machine Weight | 101,018 lb. (45,813 kg) |
WEIGHTS (CONTINUED)

Maximum GMW with Standard Tires [24.00 R35],
including options, 50% fuel, with operator and payload, not to exceed 244,000 lb. (110,677 kg)

Maximum Payload with Standard Equipment
71.5 tons (65 tonne) (Refer to Hitachi payload policy)

Nominal Payload with Standard Equipment
65.0 tons (59.0 tonne) (Nominal Payload is 100/110 of Maximum Payload with Standard Equipment)

STEERING SYSTEM

Closed-center, full-time hydrostatic steering system using two double-acting cylinders, pressure limit with unload piston pump, and brake actuation/steering system reservoir. An accumulator provides supplementary steering in accordance with SAE J1511 and ISO 5010. The operator’s steering wheel offers 35 deg. of tilt and 2.25 (59.4 mm) in. of tilt travel.

Steering Angle
39 deg.

Turning Diameter (SAE)
63 ft. 3 in. (19.28 m)

Steering Pump Output @ 2,100 rpm
25.3 gpm (95.7 L/min.)

System Pressure
2,745 psi (18.9 Mpa)

HYDRAULIC SYSTEM

Two double-stage, double-acting cylinders, with cushioning in extension and retraction, inverted and outboard mounted. Separate hoist/brake cooling reservoir and independent tandem gear pump. Control valve mounted on reservoir.

Body-Raise Travel
60 deg.

Body-Raise Time (@ 2,100 rpm)
12.0 sec.

Body-DOWN Time (@ idle)
16.0 sec.

Brake Cooling Pump Output (@ 2,100 rpm)
46.5 gpm (176 L/min.)

Hoist Pump Output (@ 2,100 rpm)
123.6 gpm (468 L/min.)

System Relief Pressure
2,495 psi (17.2 MPa)

HIGH-TECH ROPS/FOPS CAB

ROPS complies with ISO 3471 and SAE J1040-May 94.

FOPS complies with ISO 3449. Double-wall construction of 11-gauge inner and outer steel panels contributes to a more structurally sound cab. Multiple-layered floor mats act to absorb sound and control interior temperature. A three-point rubber iso-mount arrangement to the deck surface minimizes vibration to the operator compartment.

EXCELLENT SERVICEABILITY

A removable front panel allows easy access to service brake valves, retarder valve, and heater assembly. A removable cover located behind the operator’s seat provides easy access to the Transmission Controller Unit (TCU), Central Contoller Unit (CCU), and all electrical junction points.

COMFORT AND EASE OF OPERATION

A flat-panel dashboard positions controls within easy reach and visual contact. A full complement of easy-to-read gauges, automobile-type monitor with warning system, a spacious environment, multiple-position adjustable seat, tilt/telescopic steering wheel, filtered cab ventilation, and door locks all contribute to operator convenience, control, and comfort.

BODY

The body has been made to the flat-floor, flat-tail-chute design. The rear hinge has been designed to cause the hinge pin to float when the body is in the fully lowered position. The weight of the body and payload is distributed across rubber body pads that are evenly spread across the length of the body rail-box that rests on the truck frame.

SERVICE CAPACITIES

<table>
<thead>
<tr>
<th>Component</th>
<th>Capacity (gallon)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crankcase (includes filters)</td>
<td>22.0 Gal. (83.3 L)</td>
</tr>
<tr>
<td>Transmission, Cooler, and Lines</td>
<td>24.6 Gal. (93.3 L)</td>
</tr>
<tr>
<td>Cooling System</td>
<td>59.3 Gal. (224.5 L)</td>
</tr>
<tr>
<td>Fuel Tank</td>
<td>185.0 Gal. (700 L)</td>
</tr>
<tr>
<td>Hydraulic</td>
<td></td>
</tr>
<tr>
<td>Hoist Tank and System</td>
<td>67.6 Gal. (256 L)</td>
</tr>
<tr>
<td>Steering Tank and System</td>
<td>29.6 Gal. (112 L)</td>
</tr>
<tr>
<td>Drive Axle (2 wheels and differential)</td>
<td>27.2 Gal. (103 L)</td>
</tr>
<tr>
<td>Windshield Washer Fluid</td>
<td>1.5 Gal. (5.7 L)</td>
</tr>
</tbody>
</table>
**BRAKE SYSTEM**

Complies with SAE J1473/ISO 3450. All-hydraulic actuated braking system provides precise braking control and quick system response. The Hitachi brake controller has a unique variable front to rear brake proportioning that maximizes the stopping performance under all road conditions. The Hitachi wet-disc brake is engineered for long service life even in the most extreme environments. The wet-disc brakes are located on the rear axle and provide service braking, secondary braking, and retarding. The wet-disc brake is designed with automatic retraction to prevent drag. The brakes are a multi-plate design and continuously oil-cooled. The sealed design protects against environmental contamination for prolonged service life. Separate pedals activate the service braking and retarding functions. Two independent circuits within the service brake system provide backup stopping capability. System is manually or automatically applied to stop machine within prescribed braking distance. The parking brake is a dry disc mounted on differential input shaft and controlled by a toggle switch on the dash. Brakes apply automatically if hydraulic pressure is lost.

### FRONT AXLE (DRY DISC)

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disc Diameter, Each (2 discs/axe)</td>
<td>27 in. (686 mm)</td>
</tr>
<tr>
<td>Brake Surface Area Per Axle</td>
<td>640 sq. in. (4129 cm²)</td>
</tr>
<tr>
<td>Lining Area Per Axle</td>
<td>432 sq. in. (2787 cm²)</td>
</tr>
<tr>
<td>Brake Pressure (Max.)</td>
<td>2,291 psi (15.8 MPa)</td>
</tr>
</tbody>
</table>

### REAR AXLE (OIL-COOLED WET DISC)

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brake Surface Area Per Axle</td>
<td>9,245 sq. in. (59,616 cm²)</td>
</tr>
<tr>
<td>Brake Pressure (Max.)</td>
<td>696 psi (4.8 MPa)</td>
</tr>
</tbody>
</table>

### PARKING BRAKE (DRY DISC)

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disc Diameter</td>
<td>23.5 in. (597 mm)</td>
</tr>
</tbody>
</table>
**SHIPPING INFORMATION**

<table>
<thead>
<tr>
<th>LENGTH</th>
<th>WIDTH</th>
<th>HEIGHT</th>
<th>VOLUME</th>
<th>GROSS WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>In.</td>
<td>Meters</td>
<td>In.</td>
<td>Meters</td>
<td>Cu. Ft.</td>
</tr>
<tr>
<td><strong>CHASSIS, LESS REAR DUAL TIRES, LESS BODY (RORO)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum — 26’ 0” well, detachable double drop-float “with deck”</td>
<td>365</td>
<td>7.75</td>
<td>174</td>
<td>4.42</td>
</tr>
<tr>
<td><strong>DUMP BODY WITH 2 TIRE/RIM ASSEMBLY INSIDE BODY (LOLO)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Step or double drop-float</td>
<td>338</td>
<td>8.59</td>
<td>167</td>
<td>4.24</td>
</tr>
<tr>
<td>No Liner</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**NOTE:** Front struts drained to lower height.

**EXCAVATOR MATCH**

**PASSES TO FILL EH1100-H**

<table>
<thead>
<tr>
<th>EX1200-5D Excavator</th>
<th>EX1900-5 Excavator</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Shovel</strong></td>
<td><strong>Shovel</strong></td>
</tr>
<tr>
<td>7.7-cu.-yd. (5.9 m³) Bucket*</td>
<td>8.5-cu.-yd. (6.5 m³) Bucket*</td>
</tr>
<tr>
<td>6 to 7 Passes</td>
<td>5 to 6 Passes</td>
</tr>
</tbody>
</table>

*Bucket Capacity (SAE, PCSA heaped.)
**SAE 2:1 51.0-cu.-yd. (38.7 m³.)
**PERFORMANCE DATA**

Charts based on 0% rolling resistance, standard power of engine, standard tires, and gearing unless otherwise stated. Diagonal lines represent total resistance (Grade % plus rolling resistance %).

Read down for machine speed. Follow the diagonal line downward and intersect the NMW or GMW weight line. Find the total resistance on diagonal lines on right-hand border of rimpull or retarder chart.

**NOTES:**

Diagonal lines represent total resistance (Grade % plus rolling resistance %).

Charts based on 0% rolling resistance, standard power of engine, standard tires, and gearing unless otherwise stated.

1. Find the total resistance on diagonal lines on right-hand border of rimpull or retarder chart.
2. Follow the diagonal line downward and intersect the NMW or GMW weight line.
3. From intersection, read horizontally right or left to intersect the rimpull or retarder curve.
4. Read down for machine speed.
Our Name Looks Good on Orange.

It’s our color. It’s our brand. New product-support initiatives and our strengthened dealer network are more proof that we are as passionate as ever about this industry. We are dedicated to building the best equipment in the world and keeping it painted Hitachi Orange.

HITACHI

www.hitachimining.com

Specifications and design subject to change without notice.