



SAURER 5DM

Tipper with approx. 11 tons load capacity

M as in mighty, M as in massive, M as in magnificent, M as in majestic. Anything else? Of course, strong as a mammoth, unflagging as a marathon runner, quick and maneuverable as a matador. These are the characteristics of the Saurer 5 DM. And now we know the reason for the M in the model designation. But that is not all. The M also stands for "multi": multi - purpose and for "more": more power, more value.

Multi-purpose, because the 5 DM can be used for everything that is simply expected from a commercial vehicle. Operation on roads, on building sites and in quarries is its daily routine. With its all-wheel drive and differential lock it conquers the worst going and winter conditions. Snow-ploughing is something it really enjoys. It is really at home when it can shift heavy loads, then that is what it was built for: to fully expend its enormous power.

And now to the **more power**, given to it by a powerful but economic environment-conscious 280 H.P. diesel engine combined with a well-balanced transmission. Performance and economy have found their synthesis here. Combined with the sturdy design, the use of the best materials and utmost care in manufacture they give the vehicle a "**more value**" which repays itself over the years. That is the Saurer 5 DM.





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Diesel Engine

Powerful 6 cylinder in-line engine using Saurer double swirl and direct injection system. Turbocharger. Cast iron cylinder block and three-piece cylinder head with overhead valves. Centrifugally cast wet cylinder liners and light metal pistons with steel inserts. Nitrided crankshaft with 7 main bearings. Automatically regulated Visco ventilator. Over-pressure cooling with expansion chamber. Oil cooling with a heat exchanger.

Clutch

Hydraulically operated single plate clutch.

Main Gearbox

ZF 9 Speed-Gearbox including crawler gear, Type 5K-110 GP, mounted horizontally with gearchange lever on left hand side. Pneumatic gear changing between 4th and 5th gears using a toggle switch on the change lever.

Power Drive Transmission

for front and rear axle drive with road gear 1:032:1 and cross-country gear 2:0:1. Torque distribution 1/3 front axle and 2/3 rear axle through a separate lockable differential with heat exchanger for oil cooling.

Front Axle

with simple reduction on the central crown; integrated differential and a planetary gear in each hub and with double constant velocity joint.

Rear axle

with simple reduction on the central crown; integrated differential and a planetary gear in each hub. Pneumatically operated differential lock.

Wheels and Tyres

Six +GF+ cast steel spoked wheels with Trilux rims 8-0-20". Tyres 11-00-20".

Steering

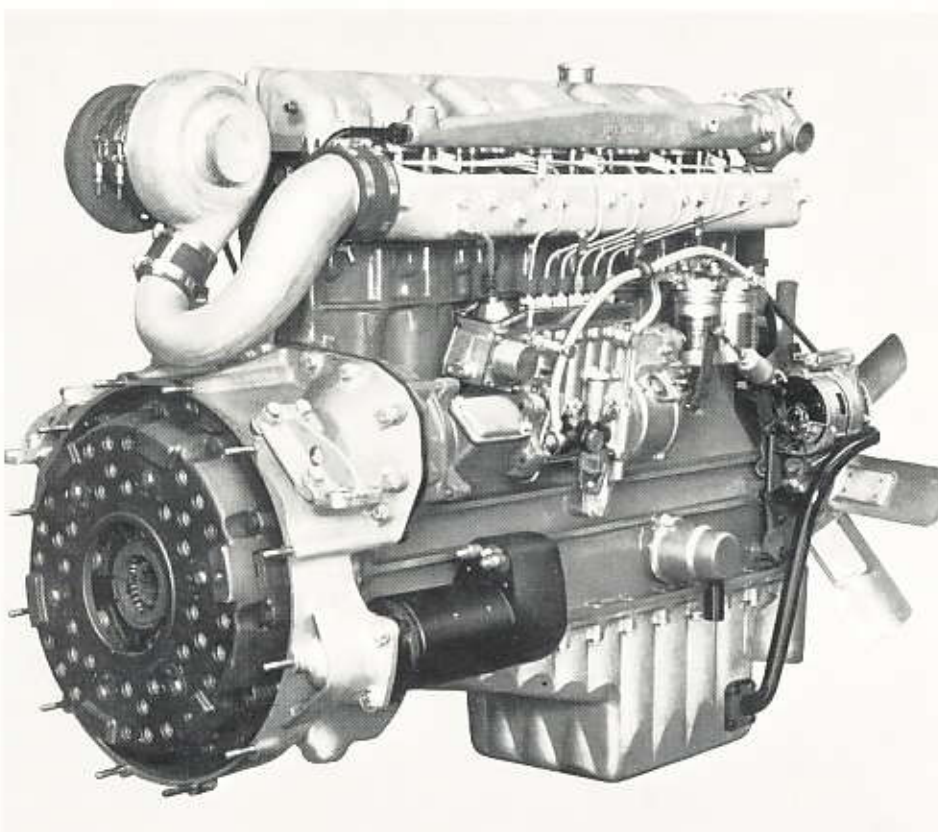
ZF Spindle Hydro-Steering R.H.D.

Chassis

U-Shaped longitudinal members with tubular traverses. Front bumper with central push and pull link.

Brakes

- Twin circuit brake system with automatic adjustment;
- Front axle: pneumatic-hydraulic
- Rear axle: pneumatic
- Handbrake, working on the rear axle
- Pneumatically operated, permanently working exhaust brake.



Engine Data

Engine Type	D2KT*
DIN max. Performance	280 H.P.
at	2200 r.p.m.
Bore	130 mm
Stroke	150 mm
Volume	11.95 litres
Max. Torque	125 m.kp
at	1400 r.p.m.

*) Turbocharged

Driving Speeds with engine running at 2200 r.p.m.

Climbing Capacity at max. engine torque (%)

Engine	D2KT		D2KT	
Power Drive Transmission Ratio	Road Gear 1-032		Cross Country Gear 2-0	
Total Weight	19 t		19 t	
Crawler	6 k.p.h.	70% *	3 k.p.h.	70% *
1st	9 k.p.h.	70% *	5 k.p.h.	70% *
2nd	12 k.p.h.	42%	6 k.p.h.	70% *
3rd	17 k.p.h.	29%	9 k.p.h.	70% *
4th	23 k.p.h.	21%	12 k.p.h.	45%
5th	31 k.p.h.	15%	16 k.p.h.	31%
6th	42 k.p.h.	10%	21 k.p.h.	22%
7th	58 k.p.h.	7%	29 k.p.h.	15%
8th	77 k.p.h.	4%	40 k.p.h.	11%
Reverse Gear	5 k.p.h.	70% *	2 k.p.h.	70% *

* The theoretical values are higher, are however limited by the tyre adhesion to the surface.



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Suspension

Semi-elliptic leaf springs with supplementary hollow rubber springs front and rear. Telescopic shock absorbers on front and stabilisor on rear axle.

Fuel Tank

Contents = 240 litres. Protective tank shield.

Electrical Equipment 24 V

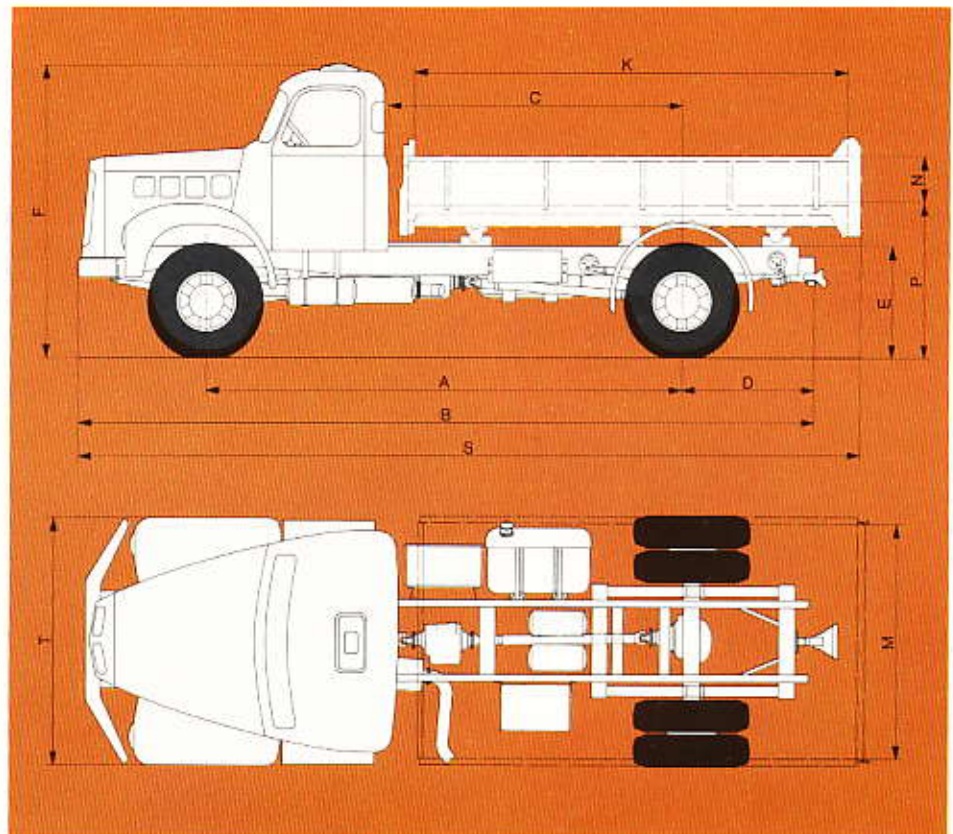
Starter 6 H.P. Alternator 500 Watt. Battery 135 A/h. Reversing spotlight, winker switch combined with dip-switch and headlight flasher, hazard lamps, cigarette lighter.

Instruments

Speedometer, oil and brake manometers, temperature gauge, fuel gauge. Control and indicator lamps for oil pressure, alternator, water temperature, differential lock, power take-off, winker and headlights.

Cab

Mixed construction of steel and synthetics. Roof and cab back of fibre glass reinforced synthetic. Bucket seat for the driver. Two person passenger bench seat with tool box underneath. Clear view through wrap-round windscreen. Slide-up side windows with quarter-lights and three rear-view windows. Large outside mirrors on wings. Hot water heating with fresh-air blower. 2-Speed windscreen wipers with interval switch. Electrical screen washer. Sun visors, ash trays, clothes hook, document storage box, safety handle for mate.



Dimensions (mm)

		Tipper
Wheelbase	A	4550
Total length of chassis	B	6950
Distance cab to rear axle	C	2830
Chassis overhang at rear	D	1100
Chassis frame height - loaded	E	approx. 1050
Chassis frame height - unloaded		approx. 1120
Cab roof height - loaded	F	approx. 2750
Cab roof height - unloaded		approx. 2770
Minimum turning circle (wheel)		approx. 16100
Minimum effective turning circle (bumper edge)		approx. 17300

Tipper

Tipper bed - internal length	K	4100
Tipper bed - internal width	M	2160
Height of side walls	N	665
Height of bedfloor - loaded	P	approx. 1430
Height of bedfloor - unloaded		approx. 1500
Contents of tipper body		approx. 6 m ³
Overall length	S	7535
Overall width over bed resp. cab	T	2300

Weights (kg)

Chassis and cab, driveable	approx.	6700
Chassis load carrying capacity	approx.	12300
Complete vehicle operationally ready	approx.	8200
Permissible GVW, factory guaranteed		19000
Permissible trailer load, factory guaranteed		75000
Load capacity with 19 t GVW	approx.	11000

(GVW = Gross Vehicle Weight)

Tipper Installation

Three-way tipper with Saurer tipper frame and hydraulics. Tipper body can be stopped at any angle. Hydraulic pump mounted on gearbox. Telescopic ram. Push-in lock pin. Manual de-lock. Robust Saurer tipper body. Wooden bed with a one-piece 5 mm sheet steel covering. Front wall, side walls and tailboard of aluminum. Telescopic horizontal support for side walls and tailboard. Extension springs on front wall for easy raising and lowering of side walls. Two hooks on left and right hand sides of tipper frame. Rope eyes on edge of bed at front, sides and rear. Capacity marking on inside of front wall. Front wall provided to take extension.

Painting

On request.



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Commercial vehicles bearing the Saurer emblem have been a familiar sight on the roads for many a year. Saurer can look back on long years of experience and many successes in truck construction. The intensive research and development built up on this experience is not only applied to their own products. It has led to extensive technical coöperation with famous names in the automobile manufacturing world which also helps to keep the engineering standard in Saurer at a very high level.

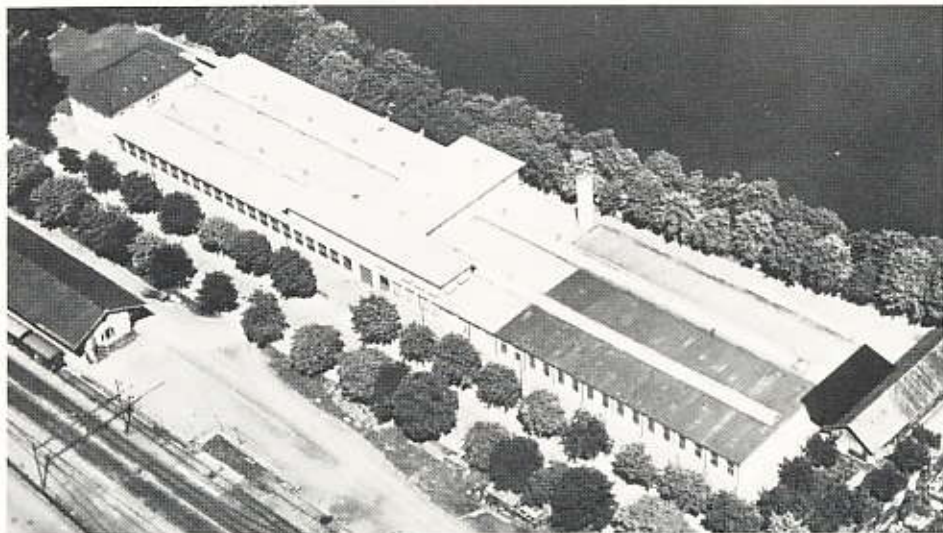
But the quality of Saurer vehicles does not depend alone on their activities in research and development. Stringent inspections in component production, in group assembly and in final assembly result in a high quality which is being constantly improved by the use of modern automatic machinery.

Technology in development combined with engineering in production are the guarantee that Saurer's reputation for building robust, reliable and economical vehicles is maintained.

All Saurer vehicles are sold through a sales organisation whose headquarters are in Arbon and whose object is to advise their customers and to assist in solving their transport problems.



Great attention to detail was paid in the design of the cab.



Replacement Parts Dept., in Arbon. From this store replacement parts are delivered promptly and reliably all over the world.



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