

707 SERIES

707G 707G POWER+



COMPACT ARTICULATED DUMP TRUCK. DESIGNED WITH THE SAFETY FEATURES OF A BIG TRUCK. WITH A FRONT FACING CAB, PIVOT STEER & A HYDROSTATIC TRANSMISSION.

- 6,5 tonnes payload
- One-step entry for easy access
- Proven high stability chassis
- The cab provides superb all round visibility
- Operator friendly, safe and robust
- Very low centre of gravity

Hydrema

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HYDREMA
KEEPS YOU MOVING

TECHNICAL DATA

CHASSIS

Articulated chassis with center pivot point, and two double acting hydraulic stabilizers. The stabilizers gives high stability when driving and tipping. The fuel and hydraulic tanks are integrated in the front frame. Fuel tank: 78 L. AdBlue tank: 19L (Power+). Pivot oscillation +/- 12 °.

AXLES

The axles have planetary hub reduction, and separate oil reservoirs in the hubs. The front axle has an automatic limited slip differential lock, and the rear axle has a hydro-mechanical differential lock. The front axle has integrated reduction gear for hydraulic motor.

TRANSMISSION

Hydrostatic Transmission where a 89cc variable piston pump transmission powers a 210cc variable piston motor. 100% variable speed. 3 driving modes:

CREEP - max speed 7,5 km/h. This makes it possible to adjust the speed precisely even at low speeds.

NORMAL DRIVING MODE – Max speed of 34 km/h reached at 2200 rpm.

ECO – max speed of 30 km/h reached at 1900 rpm. Provides increased comfort when driving on road, because the max speed is reached at lower engine revs.

In all three driving modes, the Cruise Control can be engaged in order to retain a fixed speed. Constant 4 wheel drive.

OPERATOR CAB

Spacious ROPS/FOPS approved cab with suspension and excellent view. Mechanical or air suspended seat. Adjustable steering wheel and multi-joystick control. A/C as standard.

STEERING

Hydrostatic load sensing pivot steering with two double acting cylinders, priority valve and integrated emergency steering. Steering cylinders with damping. Max, steering angle +/- 38°.

ENGINE

55 KW: Cummins F3.8 Stage 5 with DOC and DPF. 16 valve Common rail turbo diesel engine with intercooler, electronic variable turbocharger and EGR with cooling. Max. Power: 75 hp (55 kW) at 1500 rpm. Max. Torque 400 Nm at 1300 rpm.

90 KW (Power+): Cummins F3.8 Stage 5 with DOC, DPF and SCR-catalysts with AdBlue additive. 16 valve Common rail turbo diesel engine with intercooler and electronic variable turbocharger. Max. Power 122 hp (90 kW) at 2000 rpm. Max. Torque 500 Nm at 1500 rpm.

Both engine versions have stop/start system, which stops the engine after idling for a set period of time (adjustable in the interval 2-500 seconds). The engine turns on again automatically when the operator activates the throttle.

HYDRAULIC SYSTEM

Hydraulic pump with 59 L/min for tipping and steering. Priority valve for steering. Separate pump for brakes and stabilizers.

DIMENSIONS

		707G / 707G POWER+		
		500/60x22,5	500/60x22,5	500/60x22,5
Tyres		500/60x22,5	500/60x22,5	500/60x22,5
Machine weight	kg	5350	5400	5450
Carrying capacity	kg	6500	6500	6500
Width over tyres	mm	2300	2400	2550
Height (cabin)	mm	2560	2560	2560
Ground clearance	mm	353	353	353
Loading height	mm	1873	1873	1873
Wheelbase	mm	2500	2500	2500
Overall length	mm	5288	5288	5288
Turning radius	mm	5050	5050	5050
Body volume (heaped)	m³	3,5	3,5	3,5
Ground pressure (full load)	kPa	116	97	83

180° MULTITIP

Compact body swivel system, driven by two double acting cylinders. The system makes it possible to dump the load continuously over a 180° slew range. Robust system mounted on a large slewing ball bearing. Tipping function via two powerful double acting cylinders, which ensures that the body is pulled down regardless of the machine's inclination. Tipping time: 6 s up / 5 s down.

DUMPTRUCK BODY

3,5 m³ robot-welded body in high tensile steel. Tipping angle: 69° (the bottom of the body is tipping 45° in relation to horizontal).

BRAKES

Dual circuit hydraulic servo system, with oil immersed brake discs at all 4 wheels. The brakes are self-adjusting and maintenance free. The parking brake is a maintenance free electrohydraulic fail-safe brake activating the brake discs in the front axle.

