

AEROMAX

AT-9513



SPECIFICATIONS

 ■ STANDARD EQUIPMENT
 ○ OPTIONAL EQUIPMENT

PLATING GVM (kg) ■ 24000
 GCM (kg) 43000 / 50000 / 60000 / 65000 — REFER CHART FOR APPLICABLE SPECIFICATIONS

GCM RATING / POWERTRAIN / DRIVETRAIN COMBINATIONS

GCM RATINGS (kg)	ENGINES	TRANSMISSIONS (SPEEDS)	REAR AXLE	REAR SUSPENSION
45000	ALL (NOT 3003 HP)	ALL	ONLY RT40-145	ALL
50000	12.7L > 435 / 700CP (4)	ALL	W/RT40-145	ALL
			W/D5454P	ALL
60000 B DOUBLE ONLY	12.7L > 435 / 700CP (4)	NOT 10SPD	ONLY RT40-145	ONLY HAS 400 (6)
65000 INCL. B DOUBLE	ALL	NOT 10SPD	ONLY RT46-160	ALL (6)

NB. ○ UP TO (4) NOT 4HP (ADJUCATED) (2) ONLY HAS 400 AND AMT LOCK BRAKES w/B DOUBLE
 * Some options available and 4th axle option 1997 — check with dealer

ENGINE

- Cummins N14 P1138 433P
325kW (447hp) @ 1800
- Cummins (1650 B-6) @ 1200
- Cummins N14 P1138 433A
315kW (423hp) @ 1800
- 2237Nas (1670 B-6) @ 1200
- Cummins N14 PLUS 460E
334kW (450hp) @ 1900
- 2237Nas (1650 B-6) @ 1200
- Cummins N14 P1138 540P
374kW (500hp) @ 1900
- 2237Nas (1670 B-6) @ 1200
- DDC 12.7L 2996Nas (2450hp) @ 1200
- 200135 kW (2601.6 HP) @ 1000
- 200146 kW (2698 HP) @ 1900
- 335 kW (450 HP) @ 1900
- DDC 12.7L 2103Pon (2850hp) @ 1200
- 204330 kW (2740.7 HP) @ 1900
- 214 kW (289HP) @ 1900
- 200 kW (270HP) @ 1900
- 375 kW (503HP) @ 1900
- Hyster flex Chads
- Speed and cruise control
- Radiator 3807 sq cm

ENGINE (Continued)

- Air Chiller Downflow
- 35mm Cyclone Two Stage Dval
- Vent and Restriction Gauge
- Vertical exhaust pipe LHS cab (Intercooler)

TRANSMISSION

- W/1588 & 3600HR ENGINES
 - Eaton RTLOF 16713A (10 spd)
 - RTLOF 16710B (10 spd)
 - RTLOF 16915 (15 spd)
 - RTLOF 16715B (19 spd)
- W/DTC 12.7L (4350HP) ENGINES
 - Eaton RTLOF 16713A (10 spd)
 - RTLOF 16710B (10 spd)
 - RTLOF 14713A (9-1 spd)
 - RTLOF 14915 (15 spd)
 - RTLOF 14715B (19 spd)
- Oil cooler
- Transmission start support

AXLE FRONT

- 4000kg
- Oil filled hubs

AXLE REAR

- Rockwell RT40-145
Capacity 3000kg
- Rockwell RT46-160
Capacity 3900kg

AXLE (Continued)

- Eaton D564 P
- Capacity 3000kg
- DC DL F/R & R/R Tandem Axle
- W/RT40-160 & LHS 400 (4 spd)
- Inter Axle Diff Lock

SUSPENSION FRONT

- Parabolic Taper Leaf 1321 x 302 - 2 Leaves
- Capacity 3000kg @ ground
- Shock Absorbers

SUSPENSION REAR

- Hendrickson IAS 601 Air
Capacity 3000kg @ ground
- Hendrickson IAS 601
Capacity 3000kg @ ground
- Hendrickson RT-400
only w/ Rockwell axles
Capacity 3000kg @ ground

CLUTCH

- Spicer twin plate 294mm
- Ray pedal w/Ceramic disc
- Rockwell twin plate 304mm
w/Ceramic disc
- Manual Adjust/Convertible Release Bearing

DRIVELINE

- Spicer 1331/1370 (inter Axle)

CAB FEATURES
INTERIOR EQUIPMENT—

- Graphite upper colour
- Gage and speedometer/Tachometer
- Leather upholstery (Phone and cell ready)
- Trip odometer/stop watch/stop temp
- Fuel/Volts/Hr/Air pressure/Alarm
- Rearview mirror (Washer, high/low)
- Park brake control
- Lap seat belt with 2pt mounting and seat belt inflator
- Down pad—Left Lock door glass and mirrored mirror
- Ash tray and cigar light
- Centre mounted dome reading lamp
- Inter door reading lamp
- Vertical tilt backrest, driver air suspended passenger fixed
- Driver seat trim
- Modified vinyl door trim panels with polished inserts, map pockets and coat hangers
- 6 Cab interior head line and wood trim—overhead mounted w/storage net
- Two air outlets with integrated side sections and spray ports
- Spray coat vinyl
- Heater, defroster, fresh air ventilation and integral air conditioning
- Bluetooth, black rubbered
- Full size panel, floor noise and heat insulation
- AM/FM stereo cassette w/ premium 4 speaker audio system, antenna whip type
- Two seats only

EXTERIOR EQUIPMENT —

- Dual sound barrier
- Front turn signals and parking lights
- Auxiliary work light

BRAKES

- Front Rockwell Q 439 x 178 (16.5" x 7")
- Rear Rockwell Q Plus 419 x 178 (16.5" x 7")
- Rear Eaton BS 1657D 419 x 178 (16.5" x 7")
- STD w/ Eaton D564P Rear Axle
- NB. Total over 7700cm²
- Anti Lock Brakes (Rockwell Axles & Air Sps. Only)
- Granite Auto Slack Adjusters (P&K)
- Rockwell Tandem Axles
- Standard w/ Anti-Lock Brakes
- Dual Air
- 'S' Cam Activated
- Spring Drag
- Engine Brake
- Trailer Control
- Air Drier
- Compressor Cap 150 CFM w/N14
- 16.5 CFM w/DIC 40

- Single shared bedroll section 260 x 8 x 5mm
- Width 870mm
- Section modulus 260cm³
- Maximal 925700 kg's
- 10th wheel mounting angles

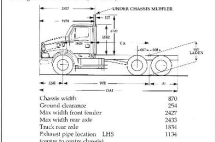
FUEL TANK

- Dual 770L Cyl Aluminium
- Dual 531L Cyl Aluminium
- Dual 668L Cyl Aluminium (with 900mm WB)

MASS DATA (kg)

FRONT	REAR	TOTAL
1180	3544	4724
4277	3367	7644
4221	3396	7617

* Turning Circle — Wall to wall (calculated)



- Chassis weight 870
- Ground clearance 254
- Max width front overhang 2427
- Max width rear axle 2433
- Track rear axle 1875
- Platform pipe location LHS 1134
- (platform to centre chassis)

OPTIONAL EQUIPMENT

View photos on our web site, such as special wheelbase axles, suspension and transmission, are also available. Call us today to see your authorized dealer for details.

MASS DATA (kg)

- 1180
- 3544
- 4724
- 3367
- 3396
- 7644
- 7617

STEERING

- Ross T45 65 Integral Power
- Adjustable Tilt Column
- Steering Wheel 450mm diameter

WHEELS

- Wheels — 6 Spoke Cast
- Etrac — 8.25 x 22.5
- 15" Bead seat drop centre
- Demountable (11 supplied)
- Wheel — Aluminium Disc
- Etrac — 8.25 x 22.5
- 15" drop centre
- 80 mounting w/28mm or 335mm PCD
- (11 supplied only) w/ Rockwell Tandem Axles and Air Sps Suspension

TYRES

- Front 295/80R 22.5 — 16 PR
- Rear 11R 22.5 — 16 PR
- Spac 295/80R 22.5 — 16PR

RATIO SELECTION GUIDE

MAX 100 KMH	33 Tonne		45 Tonne	
	5.70	5.75	5.79	5.81
Transmission	0.73	0.74	0.74	0.74
0.73	0.74	0.74	0.74	0.74
0.79	0.79	0.79	0.79	0.79
1.1 Direct	1.1	1.1	1.1	1.1

Recommendations: 33 Tonne, 45 Tonne

Introduction

Ford's ALL NEW AEROMAX models are designed to haul more freight, more efficiently and more comfortably than ever before. In addition the new Aeromax requires less maintenance and should provide lower operating costs.

A brand new 21st Century cab

Ford's Aeromax cab has been completely redesigned and sets a new standard for the industry. The doors, now made of space-age SMC composites, are 20% larger and lighter than before. Extensive use of two-sided galvanized steel resists corrosion even more. Windshield glass area is 8% larger. Deep sloping, fibreglass filling hood and integrated rounded front fenders have been aerodynamically designed to cheat the wind and reduce fuel costs, while affording superior visibility for the driver. Aeromax's modern design has even incorporated focused step lights in the bottom of the doors to illuminate cab steps for added safety in the dark.

Driver orientated ergonomics / driver amenities

Ergonomics. What exactly does it mean? Climb up into an Aeromax cab, you'll see immediately. It's the way all controls are placed logically and spaced within easy reach. It's the way the primary gauges are easy to read through the inverted "V", two-spoked steering wheel, and the secondary gauges, climate controls and sound system controls are positioned just to be easy to read, easy to reach. The primary characteristic inside this new cab is the extensive space. The cowl has been moved forward providing more interior depth. The driver's seat now has an impressive 240mm of travel providing comfortable steering wheel clearance.

Driver amenities include a premium sound system, easy access and mounting for a mobile telephone, map pockets, optional electric windows and power door locks, and new National Cushionaire seats incorporating adjustable suspension, firmness and lumbar support.

Premium diesel power / matching transmissions

The new Aeromax models offer heavy duty diesel engines from Cummins and Detroit Diesel. Horsepower ratings range from 410 all the way up to 500. A broad selection of transmissions is available in 10, 13, 15 and 18 speeds. This means, simply, the customer can choose the engine and transmission combinations which ideally matches the job.

Service / maintenance

Ford didn't just design a new model to be sold to the trucking industry, they designed a truck that would last. Careful evaluation of every component and how easily it could be repaired or replaced was always a criteria in the design process. A few key examples, front-mounted power steering cooler, dash-mounted air-manifold, quick-connect air line fittings, "Mil Balance" (machined) brake drums and dedicated chassis air-line plumbing controls.

A completely revised and improved electrical wiring system was designed for the new Aeromax. This includes new customer access circuits for adding additional electrical equipment, waterproof connectors, modular cable spacers and non-chafing "button tie" retainer straps. These have all been designed to minimize electrical problems. Chassis plumbing and engine heating and cooling system hoses now feature only straight configurations with connectors, for ease of maintenance and lower replacement costs.



Ford
Trucks