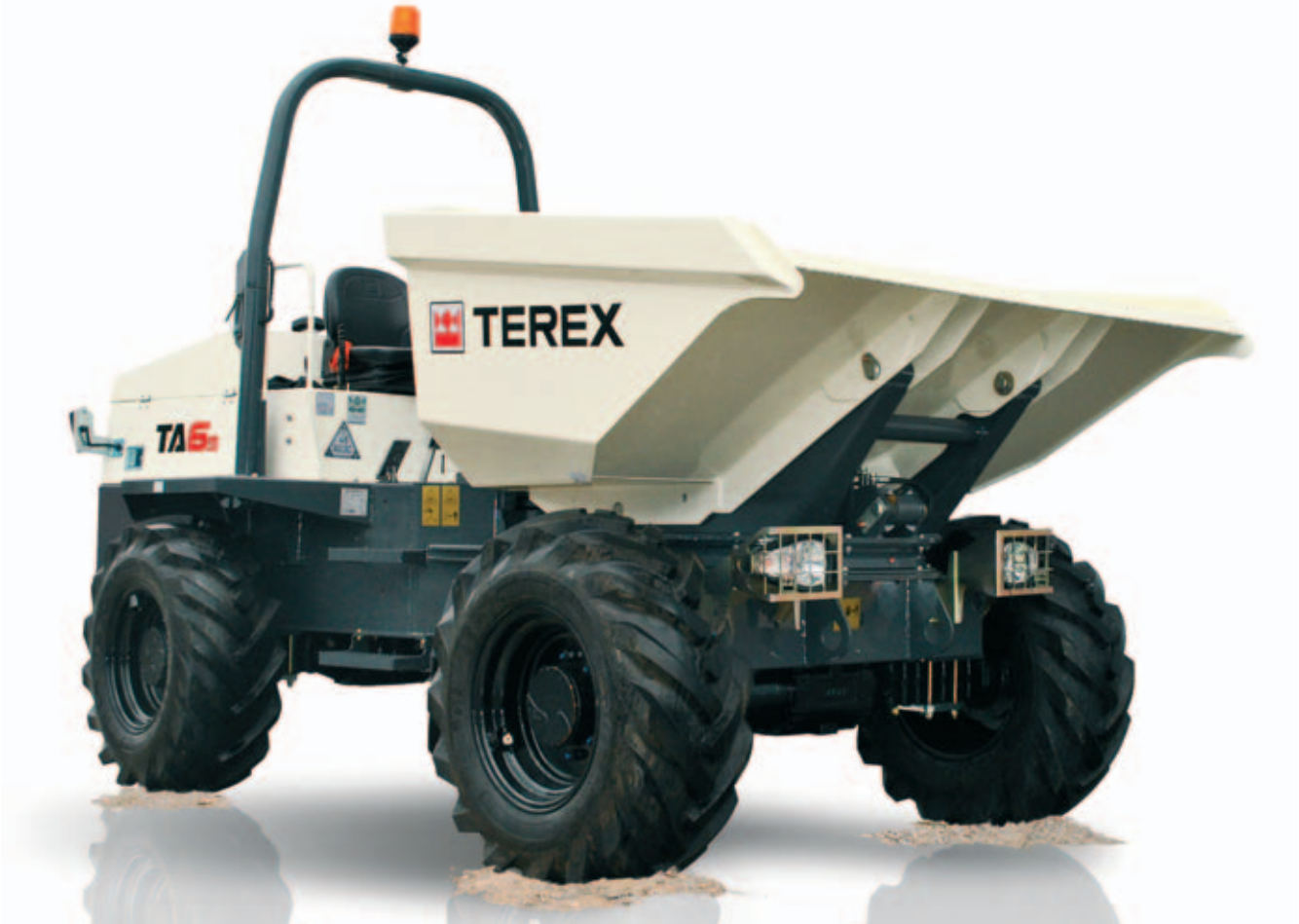
TEREX®

PRODUCTIVE ATMOSPHERE



SITE DUMPER

STAGE IIIB/TIER4i ENGINE UPDATE

TA5, TA5S, TA6, TA6S, TA9, TA10

WORKS FOR YOU.™

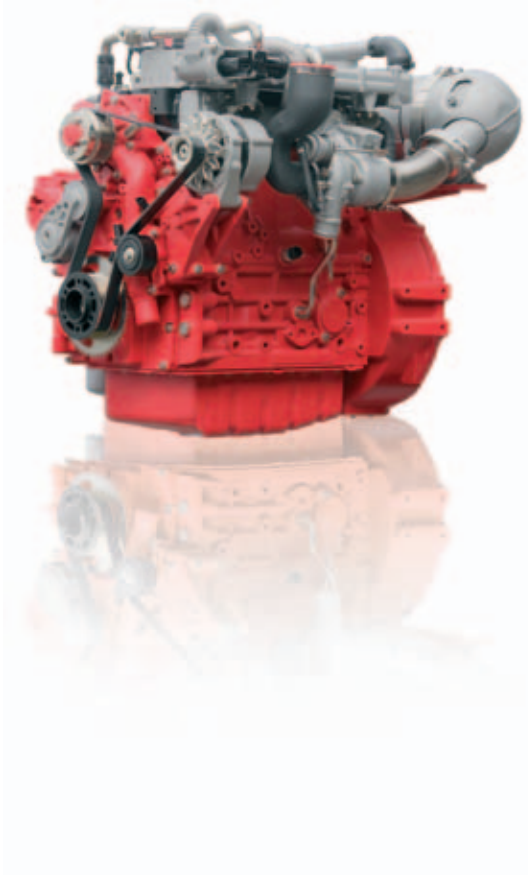
THE CATALYST FOR PROGRESS

Over 60 years of design and manufacturing expertise

The next generation of Terex® site dumpers feature state-of-the-art engine technology to meet Stage IIIB/Tier 4i emissions regulations. Delivering outstanding new levels of power, torque and economy, they offer increased performance for greater productivity and profitability.

PURE REFINED POWER

Terex and Deutz – a powerful partnership



Terex site dumpers have been updated with new engines to satisfy the latest European & North American emissions legislation. This affects dumpers with engine power ratings from 56kW up to 130kW.

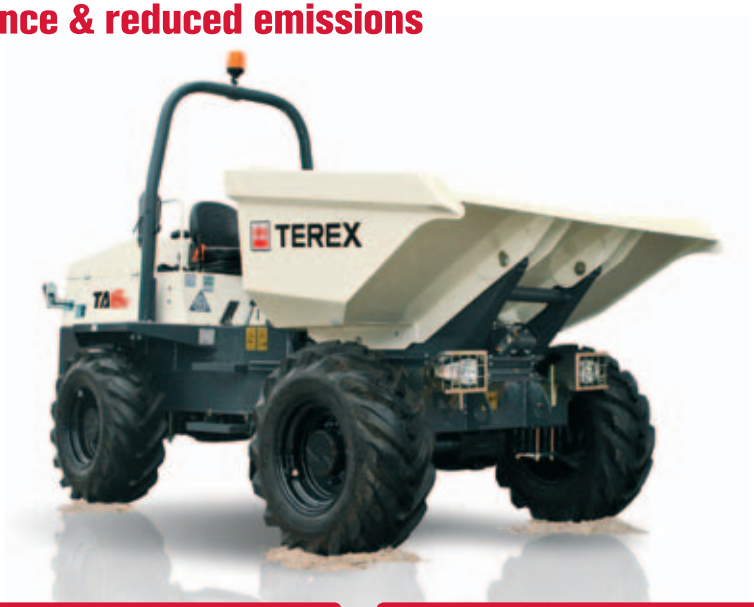
To meet Stage IIIB/Tier 4i compliance with the best possible site dumper performance we have selected the Deutz® TCD 3.6 L4 diesel engine. The new engine benefits from specific features such as high torque rise, excellent power delivery and low fuel consumption. This is achieved thanks to a high pressure electronic common rail fuel injection system with a waste-gate turbocharged aftercooler, and engine control is provided by a state-of-the-art electronic management system.

The engine also utilises diesel oxidation catalyst (DOC) only aftertreatment without the use of a DPF. This means no downtime due to regeneration, it's service-free and not sensitive to long periods of idle.

This new 3.6 litre electronic engine replaces the 4.4 litre mechanical engine and offers higher torque and more power. Additionally, customers should also expect to see up to 13% fuel consumption savings depending on duty cycle.

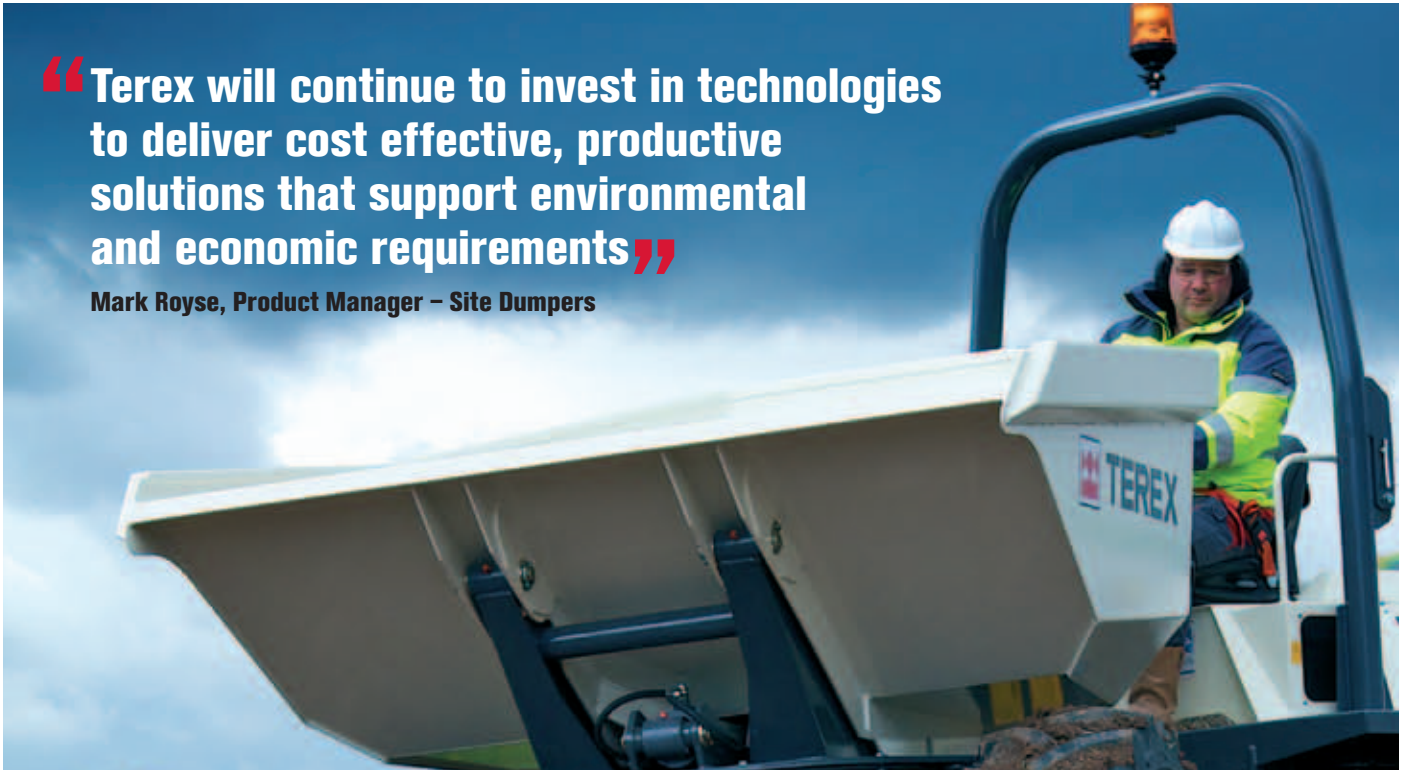
INVISIBLE TECHNOLOGY – VISIBLE BENEFITS

Increased performance & reduced emissions



- Up to a 21% increase in engine power*
- Up to a 3dB reduction in noise emissions*
- Up to a 22% increase in engine torque*
- Advanced Common Rail fuel system for high performance and low fuel consumption
- Up to a 13% reduction in fuel consumption*
- Compact DOC aftertreatment requires no servicing, and no standstill regeneration or diesel exhaust fluid (DEF), such as AdBlue®
- 90% reduction in particulate matter exhaust emissions*
- Continuous engine monitoring from ECU – maintains system performance and reliability
- 50% reduction in nitrogen oxide exhaust emissions*
- Deutz 3 year limited warranty as standard

* Dependent on model – compared to Stage 3A/Tier 3



> **"Terex will continue to invest in technologies to deliver cost effective, productive solutions that support environmental and economic requirements"**
>
> **Mark Royse, Product Manager – Site Dumpers**

DUMPER MODEL	STAGE IIIB/Tier 3			STAGE IIIB/Tier 4i		
	ENGINE	POWER	PEAK TORQUE	ENGINE	POWER	PEAK TORQUE
TA5	Perkins 1104D – 44T Series	62.5KW – 84HP @ 2200rpm	353 nm	Deutz TCD 3.6 L4 Interim	70KW – 93.8HP @ 2300rpm	390 nm
TA5S	Perkins 1104D – 44T Series	62.5KW – 84HP @ 2200rpm	353 nm	Deutz TCD 3.6 L4 Interim	70KW – 93.8HP @ 2300rpm	390 nm
TA6	Perkins 1104D – 44T Series	62.5KW – 84HP @ 2200rpm	353 nm	Deutz TCD 3.6 L4 Interim	70KW – 93.8HP @ 2300rpm	390 nm
TA6S	Perkins 1104D – 44T Series	62.5KW – 84HP @ 2200rpm	353 nm	Deutz TCD 3.6 L4 Interim	70KW – 93.8HP @ 2300rpm	390 nm
TA7	Perkins 1104D – 44T Series	62.5KW – 84HP @ 2200rpm	353 nm		Discontinued	
TA9	Perkins 1104D – 44T Series	74.5KW – 100HP @ 2200rpm	393 nm	Deutz TCD 3.6 L4 Interim	90KW – 120.7HP @ 2300rpm	480 nm
TA10	Perkins 1104D – 44T Series	74.5KW – 100HP @ 2200rpm	393 nm	Deutz TCD 3.6 L4 Interim	90KW – 120.7HP @ 2300rpm	480 nm

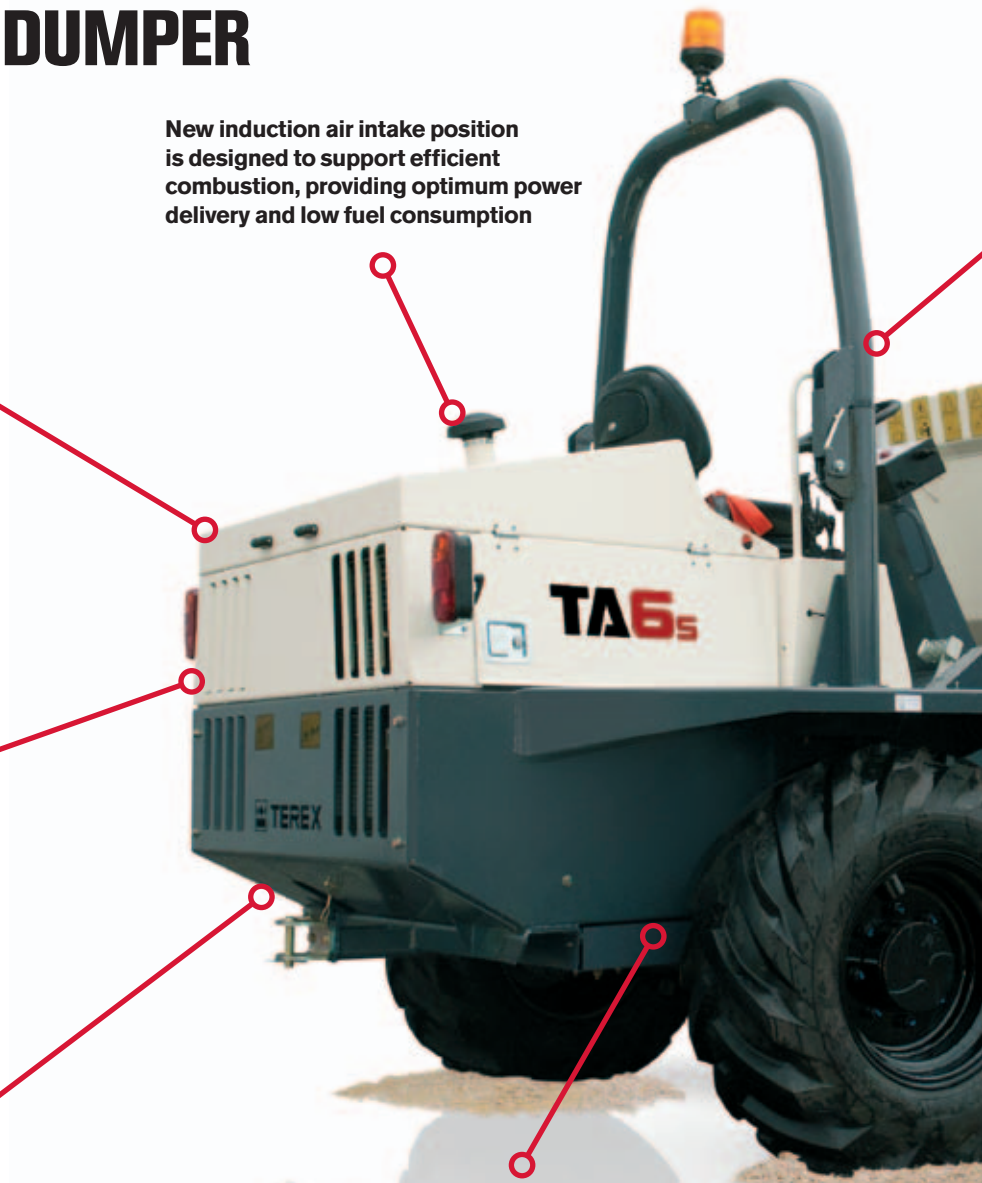
THE NEW TEREX STAGE IIIB/TIER 4i COMPLIANT SITE DUMPER

New induction air intake position is designed to support efficient combustion, providing optimum power delivery and low fuel consumption

New rear chassis and engine canopy provide low engine noise and efficient cooling as well as providing high strength protection to the engine and cooling systems

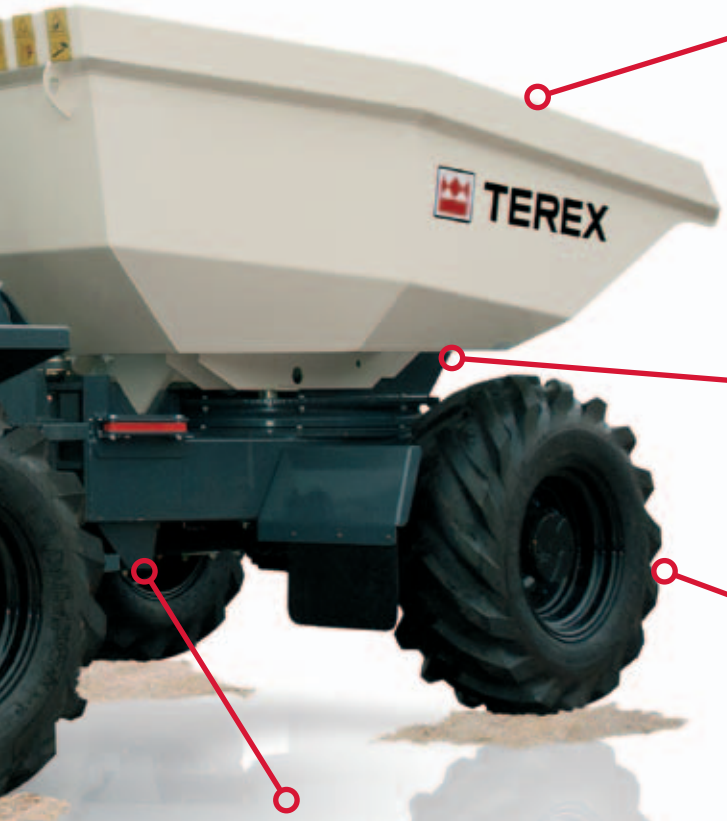
Advanced electronically controlled common rail fuel system delivers high performance and low fuel consumption

Cleaner exhaust emissions with a 90% reduction in particulate matter and 50% reduction in nitrogen oxides



Meets the latest emission standards using a diesel oxidation catalyst (DOC) exhaust aftertreatment system to reduce particulate matter, hydrocarbons, nitrogen oxides and carbon monoxide. The compact DOC exhaust aftertreatment requires no servicing and no standstill regeneration or AdBlue fluid (or DEF).

Engine control unit (ECU) monitors and controls engine performance, and is designed to provide the necessary safeguarding and system protection to help ensure maximum uptime and reliability



Exceptional power delivery, responsiveness and torque mean operators can expect improved equipment productivity together with the benefit of cleaner and quieter operation

Simple operator controls promote ease of use and operation on all latest generation products without any added complexity

Improved system diagnostics include in fuel sensing and low coolant level monitoring. Standard CAN connection makes diagnostic interfacing easy when required

New access steps allow for easy access / egress to operators platform

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