EH series

DUMP TRUCK
Model Code: EH1100-5
Nominal Payload with Standard Equipment: 63.5 tonnes (70.0 tons)
Target Gross Machine Operating Weight: 108 950 kg
Engine Rated Power: 567 kW (760 HP)
Hitachi Cutting Edge Technology Brings Best Performance and Comfort.

Hitachi Technology

Hitachi Trucks, like Hitachi Excavators are designed and manufactured using cutting edge technology. Hitachi truck monitoring and control is performed by Hitachi electronic components and software, resulting in excellent machine reliability and operator comfort.

High-Powered Engine Selection

Strong, reliable power is provided in by a choice of diesel powered engines. The EPA Tier 2 emission certified engines maintain a low fuel consumption level.

Long Frame Life

Frame rails are tapered from front to rear to distribute the load evenly over the entire length of the chassis. In place of castings, hot rolled steel is used as it is known to be more homogeneous and easier to repair. Weld joints are oriented longitudinally to the principal flow of stress for strength and long life. Proven design and manufacturing methods with state-of-the-art ultrasonic testing ensure a quality product.

Unique Body Design

The single sloped floor evenly distributes material shedding during dumping. Horizontal floor and side rail stiffeners distribute load shocks evenly over the entire body length, minimizing stress concentrations in any one area. Closely spaced floor stiffeners reduce wear due to impact loading.

Well Matched: EH1100-s & Excavators

<table>
<thead>
<tr>
<th>Excavator</th>
<th>ZX870LC+(BH)</th>
<th>EX1200+(BH)</th>
<th>EX1200+(LD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boom</td>
<td>7.1 m: BE Boom</td>
<td>8.4 m: H Boom</td>
<td>9.0 m: BE Boom</td>
</tr>
<tr>
<td>Arm</td>
<td>2.95 m: BE Arm</td>
<td>3.7 m: H Arm</td>
<td>3.6 m: Arm</td>
</tr>
<tr>
<td>Bucket Capacity</td>
<td>4.3 m³</td>
<td>3.5 m³</td>
<td>5.2 m³</td>
</tr>
<tr>
<td>Passes</td>
<td>8 or 9</td>
<td>10 or 11</td>
<td>7</td>
</tr>
</tbody>
</table>

BH: Backhoe; LD: Loading shovel; *SAE, PCSA heaped capacity
Rugged Construction

Technologically Advanced

The EH1100-5 is designed to develop low cycle times and extra efficiency in the heavy duty applications of quarrying and mining. This truck provides low operating costs, unparalleled productivity and overall quality through its superior structure and systems design.

Robust Frame

Full fabricated box section main rails with section height tapered from front to rear. Narrow at the rear to support the load and wider at the front allowing truck stability and excellent engine access for servicing. One piece top and bottom flanges that eliminate cross member tie in joints and provide a large exposed center area for access to major components. Large radii at frame junctions are blended and ground to minimize stress concentrations. Weld joints are oriented longitudinally to the principal flow of stress for greater durability and more strength. Frame utilizes 345 MPa yield high strength low alloy steel that is robotically welded to ensure consistently high quality welds.

Reinforced Body

Built for quarry and mining applications, the EH1100-5 body uses an 18 mm floor plate and 8 mm side plates made of 400 BHN high-tensile steel. This provides high resistance to wear and impact. A low loading height and large target area allow easy, quick loading by a variety of loading tools.

Hydraulic Brake

The rear wet disc brake assemblies have been upgraded to include spring applied pistons that function to provide a strong, reliable and low maintenance integral parking brake. The Hitachi hydraulic braking system is durable and provides maximum available braking under tough ground conditions for best control.
The new Hi-TECH (Hitachi Technology) ROPS/FOPS cab features a 265 mm (10.4”) LCD screen positioned to the right of the steering wheel to provide better visibility of the road ahead.

The cab uses double-wall construction and a 3-point rubber isolation-mount to absorb shocks and noise. The high powered heater and air conditioning unit provides operator comfort in all environments and working conditions.

The central controller, built by Hitachi and also used in excavators, will perform its function of processing input and output information with reliability during the most rigorous haul cycle.

Hi-Tech ROPS / FOPS Cab

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Auto-Lubrication System

A ground level accessible grease pump assembly automatically feeds lubricant to grease points throughout the truck via plumbing. The lubricant is delivered in time controlled and metered quantities to all connected lube points in the system. Hitachi equips the EH1100-5 with a Lincoln Auto-Lubrication system. Control, timing and monitoring of the Lincoln system is a function of the Hitachi central controller.

Auto Lubricator

Superior Suspension

The Hitachi ACCU-TRAC suspension system delivers excellent maneuverability, even at higher speeds. The trailing arm layout offers greater ease of servicing while improving truck performance compared to suspended king-pin designs. The pivot mounting of the trailing arm design allows only axial input to the strut and allows wheel movement in the vertical plane only.

Features:
- Lateral forces that act on the front wheels are minimized, resulting in reduced tire scuffing.
- Dynamic friction (side-wall force) within the strut is low due to the features of the ACCU-TRAC design, allowing the use of a lighter strut engineered to a smaller diameter and longer stroke.
- The necessary frame bulk (horse-collar structure) needed to mount a suspended king-pin is non-existent.
- The elimination of the “horse-collar” member provides greater engine access.
- The NEOCON strut used with the ACCU-TRAC suspension, improves operator and component isolation, provides better hauler stability and predictable operational control.
- Locating the king-pin close to the wheel assembly and at a slight angle results in low “Dry Park Steering” effort.
- Development of the compressible media, NEOCON-E™ fluid (silicon based, non-petroleum) for use in the suspension strut with Helium gas, results in an improved energy absorption (isolation) system and an improved energy release (stability) system that responds favorably whether traveling empty or with payload in a wide range of ambient temperatures.

Ease of Operation

The Hitachi ACCU-TRAC suspension design allows the front struts to be removed and installed without removing the trailing arms, brakes or tires. This relates to fewer tools and less labour required to perform the repair, which aims to reduce the amount of hauler downtime, increasing productivity.
The transmission employs Shift Energy Management (SEM) which monitors hauler systems, provides output information to control gauges and independent tandem gear pump. The transmission is activated to start the upshifting sequence from 3rd gear. SEM (Shift Energy Management) and OSR lock-up converter reduces engine torque during transmission shifts resulting in longer fuel economy, reduced noise and more customer comfort.

**ENGINE**

- **Model**: Cummins QSX15
- **Type**: 4 Cycle, V12, diesel injection
- **Rated Power**: SAE J1995, gross: 567 kW (760 HP) at 2100 min⁻¹; SAE J1349, net: 520 kW (698 HP) at 2100 min⁻¹
- **Transmission**: Allison H6620A

**TRANSMISSION**

- **Type**: Allison H6620A
- **Design**: Fully automatic, planetary type with integral lock-up converter
- **Mounting Position**: Remote from engine and rear axle for serviceability
- **Ranges**: 6 forward, 2 reverse
- **Control**: Allison CEC3 electronics shift system with SEM (Shift Energy Management) and OSR (Optimum Start Range)

**WEIGHTS (Approximate)**

```
<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
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<tbody>
<tr>
<td>Net machine weight below includes standard equipment. Net machine weight changes will directly affect the Nominal Payload.</td>
<td></td>
</tr>
<tr>
<td>Chassis with Hoist</td>
<td>34 280 kg</td>
</tr>
<tr>
<td>Body</td>
<td>11 190 kg</td>
</tr>
<tr>
<td>Net Machine Weight</td>
<td>45 450 kg</td>
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<tr>
<td>Nominal Payload</td>
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<td>Target GVW</td>
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The Nominal Payload specification is calculated using the Hitachi Loading Policy. Specific job site requirements may result in an adjustment to the Nominal Payload weight. Consult your Hitachi dealer for a truck configuration which will match your haulage application.

**Major Options**

The following list of options are examples which will change the Nominal Payload.

**Automatic Fire Suppression**

- Body Liner, heavy duty and partial
- Deck Mounted Muffler

**TIRE**

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<th>Type</th>
<th>Front</th>
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*Fuel optimized version is available.

**BODY CAPACITY**

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<td>m³</td>
<td>32.7</td>
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Body capacity and payload subject to change based on customer specific material density, options and application.

**BRATE SYSTEM**

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comfort. The fabricated rectangular frame rail construction provides superior stability, and control. Improved isolation means reduced impact loading resulting in longer equipment life and increased productivity. Improved isolation, braking forces transmitted to the nose cone.

A-frame mounting. The rear NEOCON struts are mounted in a more vertical arrangement allowing a wider front track that provides a better ride, improved stability and a reduced turning circle. The rear axle housing has an extendible NEOCON-E™ fluid, mounted between the king pins and the frame. This arrangement allows a wider front track that provides easy access to electrical and electronic system components.

Comfort and Ease of Operation
A 265 mm (10.4") LCD screen is positioned slightly to the right of the steering wheel to provide better visibility through the front cab window and to prevent the steering wheel spokes from causing visual obstruction. The LCD is pleasant to view in all lighting conditions and incorporates large interactive buttons to toggle to various monitor selections within close reach of the operator. Conventional gauges and lights are replaced by computer generated graphics that perform the same purpose of providing truck system performance information with trouble conditions supported by messages in text as secondary. The pass-through cab provides access stairways easily available to the operator. Multiple position adjustable seat, Hi-telescopic steering wheel, filtered cab ventilation and high ground visibility all contribute to convenience, control and comfort.

SUSPENSION
Front and Rear Suspension
For years, Hitachi haulers have enjoyed an industry-wide reputation for superior suspension systems. That experience and knowledge has now been pushed to the next level, to develop the truly advanced ACCU-TRAC suspension for the EH1100 - To make sure it was fine tuned to the limit, Lotus Engineering, a world leader in suspension design, was contracted to develop the truly advanced ACCU-TRAC suspension system components.

The ACCU-TRAC suspension system features independent trailing arms for each front wheel with NEOCON struts, containing energy absorbing gas and compressible NEOCON E™ fluid, mounted between the king pins and the frame. This arrangement allows a wider front track that provides a better ride, improved stability and a reduced turning circle. The rear axle housing has an A-frame mounting. The rear NEOCON struts are mounted in a more vertical position which allows a more pure axial loading and reduces the tractive and braking forces transmitted to the nose cone. NEOCON struts outperform competitive strut designs by improving isolation, stability, and control. Improved isolation means reduced impact loading on the structural members of the machine and greater operator comfort, resulting in longer equipment life and increased productivity. Improved stability means more consistent dynamic response of the machine to fluctuating load energy, resulting in predictable machine performance. Improved control means better machine maneuvrability.

The Hitachi frame and ACCU-TRAC suspension system is designed to work in unison to provide maximum structural integrity and operator comfort. The fabricated rectangular frame rail construction provides superior resistance to bending and torsional loads while eliminating unnecessary weight. The unique ACCU-TRAC independent trailing arm suspension absorbs haul road input, minimizing suspension-induced frame twisting while providing independent tire action. NEOCON ride struts are mounted with spherical bushings, eliminating extreme sidewall forces by ensuring a purely axial input to the ride strut. The wide track stance of the ACCU-TRAC suspension system and the long wheel base assure a more stable, comfortable ride.

Availability and Maintenance
Lower maintenance costs and higher availability can be achieved if truck loading is within the limitations of the Hitachi Loading Policy.*

Haulroad Safety
Truck loading within the limitations of the Hitachi Loading Policy will result in optimized the fuel economy and travel speed performance to which the truck was designed to.*

Efficient Productivity
Truck loading within the limitations of the Hitachi Loading Policy will result in optimized fuel economy and travel speed performance to which the truck was designed to.*

HITACHI LOADING POLICY
Operational Benefits
Haulroad Safety
Truck loading within the limitations of the Hitachi Loading Policy will result in designed and certified operational performance of the steering, brake and ROPS systems of the truck.*

Efficient Productivity
Truck loading within the limitations of the Hitachi Loading Policy will result in optimizing the fuel economy and travel speed performance to which the truck was designed to.*

Availablility and Maintenance
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SERVICE CAPACITIES

L
- Crankcase (includes filters) for MTU
- Crankcase (includes filters for Cummins
- Cooling System for MTU
- Cooling System for Cummins
- Transmission, Cowl, and Lines for the truck
- Fuel Tank
- Hydraulics
- Wheel Hub and System
- Steerings and Controls
- Drive Axle (2 wheels and differential)
- Windshield Washer Fluid


dB

Percent of Nominal Payload

100% of Loads

No Loads

More than 90% of Loads

10% of Loads

Max.

90% of Loads

3: Loading above 120% of Nominal Payload is allowed if it accounts for less than 10% of all loads (Yellow area).

1: More than 90% of all loads must fall below 110% area (Orange area).

2: If necessary due to excessive variation in material density, loader bucket fill factors or bucket size, loading the truck to between 110% and 120% of Nominal Payload is allowed if it accounts for less than 10% of all loads (Yellow area).

3: Loading above 120% of Nominal Payload is not allowed. (Red Area)

*Hitachi recommended maintenance is required.

HITACHI LOADING POLICY

Percent of Nominal Payload

100% of Loads

No Loads

More than 90% of Loads

10% of Loads

Max.

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## STANDARD EQUIPMENT

### GENERAL
- Access system, step ladder drivers side and service side
- ACCU-Trac suspension system
- All hydraulic braking
- Adison H1820A transmission
- Battery disconnect switch, ground level
- Body down cushioning
- Body down indicator
- Body up, reverse inhibit
- Body up speed restriction
- Canopy spill guard
- Continuous heated body
- Cooling system sight gauge
- Cooling system surge tank
- DC-DC, 24 to 12 converter
- Driveline guard, front
- Electric horns
- Electric start
- Electronic hoist
- Engine belt protection
- Engine idle timer
- Fan guard
- Fenders
- 5 piece rims
- Fluid drain valves
- Fluid sample ports
- Fixed steering stops
- Front brake cut-off switch
- Front corner mirrors
- Fuel tank level gauge
- ISO decals
- NEOCON E suspension struts
- WF-7000B1513E APU
- Windshield wiper, intermittent
- Windshield washer
- Workshop management system
- X-Series 100A ECU

### CAB
- Access, left and right side doors
- Air conditioning
- Air filter/replacement element
- Air suspension seat
- Cab interior light
- Camera monitor, within operators cab
- Comfort shift, optimum start
- Drive range
- Door locks
- Footrest, left
- Fuses
- GPS communication
- Heater and defroster
- Hill Hold
- Integrated ROPS/FOPS cab
- Integrated transmission diagnostics connector
- ISO symbols
- LED brake/retarder lights (2)
- LED amber turn signals and machine lights
- LED head lights
- LED head lights (4)
- LED brake/retarder lights (2)
- LCD screen information
- Lights with ISO symbols
- ISO driver envelope
- LCD operator information screen, 265 mm (10.4"
- Mechanical RSH and LHS windows
- Parking brake test feature, automatic
- Quick connect hydraulic test ports
- Rubber floor mat
- Safety glass
- Seat belts, retractable
- Speakers, antenna and wiring only
- Surfboard, pull-down
- TR/telescoping steering wheel
- Tinted glass, all windows
- Trainers seat
- Windshield washer
- Windshield wiper, intermittent

### ELECTRONIC DISPLAY (Hitachi Monitoring Information)
- Active Traction Control with speed limiter
- Battery charge
- Body up
- Brake system oil pressure
- Central warning (stop)
- Central warning (yellow caution)
- Electronic downspeed speed control (optional)
- Engine coolant level
- Engine oil pressure
- Filter restrictions
- High beam
- Parking brake
- Payload meter and number
- Retarder temperature
- Seat belt disconnected
- Steer oil pressure
- Transmission oil temperature
- Tachometer
- Trip Odometer
- Volts meter

### MACHINE LIGHTS
- LED amber turn signals and four-way flashers
- LED head lights
- LED head lights (4)
- LED brake/retarder lights (2)

### OPTIONAL EQUIPMENT

### CAB
- Air suspension seat, semi-active, w/ heat, w/ lumbar
- AM/FM radio w/ CD & Aux. input
- Air suspension seat, semi-active, w/ heat, w/ lumbar
- AM/FM radio w/ CD & Aux. input
- Circuit Breakers in place of fuses
- Electric RSH and LHS power windows
- eltrocomm communication
- Fuel tank level gauge
- Front corner mirrors
- Front brake cut-off switch
- Fixed steering stops
- 5 piece rims
- Fenders
- Fan guard
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- Front corner mirrors
- Fuel tank level gauge

### CHASSIS
- Body liners (400BHN) plates, medium
- Body liners (400BHN) plates, heavy duty
- Body liners (400BHN) plates, partial
- Lube system, Groeneveld
- Rock Cap
- Side Extensions
- Canopy spill guard extension

### MISCELLANEOUS
- Extra operators manual
- Extra parts manual - CD
- Extra parts manual - hardcopy
- Service Manual - CD
- Service Manual - hardcopy

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<thead>
<tr>
<th>OPTIONAL EQUIPMENT WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>LHS arm guard</td>
</tr>
<tr>
<td>Body liners (400BHN) plates, medium</td>
</tr>
<tr>
<td>Body liners (400BHN) plates, heavy duty</td>
</tr>
<tr>
<td>Body liners (400BHN) plates, partial</td>
</tr>
<tr>
<td>Rock Cap</td>
</tr>
<tr>
<td>Side Extensions</td>
</tr>
<tr>
<td>Canopy spill guard extension</td>
</tr>
</tbody>
</table>

*Standard and optional equipment may vary from country to country. Special options provided on request. All specifications are subject to change without notice.*
DIMENSIONS

Note: Dimensions shown are for empty machine with standard body and 24.00R35(**)E4 tires. Exact dimensions may vary due to tire make, type, and inflation pressure.

PERFORMANCE DATA

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 GMOW weight line.
3. From intersection, read horizontally right or left to intersect the rimpull or retarder curve.
4. Read down for machine speed.

Unit: mm
Before using a machine with a satellite communication system, please make sure that the satellite communication system complies with local regulations, safety standards and legal requirements. If not so, please make modifications accordingly.

These specifications are subject to change without notice. Illustrations and photos show the standard models, and may or may not include optional equipment, accessories, and all standard equipment with some differences in color and features. Before use, read and understand the Operator’s Manual for proper operation.