Dump Truck
- Nominal Payload with Standard Equipment: 38.1 tonnes (42.0 tons)
- Maximum GMW: 75 400 kg
- Engine: Detroit Diesel Series 60
  Rated Power: 391 kW (525 HP)
Hitachi Cutting Edge Technology Brings Best Performance and Comfort.

Hitachi Technologies
Hitachi Trucks, like Hitachi Excavators are designed and manufactured using cutting edge technology. Trucks designed by Hitachi using Hitachi Electronic devices result in great electrical system reliability, efficiency and control.

High-Powered Engine
Strong, reliable power is provided by the Detroit Diesel Series 60 diesel engine. This engine features the latest in diesel engine development providing low fuel consumption while meeting the emission regulations of U.S. EPA Tier 3 and EU Stage III.

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, cold 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. A continuously exhaust-heated body reduces carry-back of material, and muffles exhaust. 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: EH750-3 & Excavators

<table>
<thead>
<tr>
<th>Excavator</th>
<th>ZX870LCH</th>
<th>ZX880</th>
<th>ZX880LCH</th>
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<tbody>
<tr>
<td>Boom</td>
<td>6.8 m - BE Boom</td>
<td>7.8 m - H Boom</td>
<td>8.4 m - Boom</td>
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<tr>
<td>Arm</td>
<td>2.9 m - BE Arm</td>
<td>3.6 m - H Arm</td>
<td>3.7 m - Arm</td>
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<tr>
<td>Bucket Capacity (SAE, PCSA heaped)</td>
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<td>2.9 m³</td>
<td>3.5 m³</td>
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<tr>
<td>Passes</td>
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<td>9</td>
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</tbody>
</table>
Robust Frame

Full fabricated box section main rails with section height tapered from rear to front. Wider at the rear to support the loads and narrower at the front to allow for engine accessibility. 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 construction applications, the EH750 -3 body uses a 16 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.

Fully Hydraulic Brake

The fully hydraulic brakes feature high reliability, durability and serviceability. Optimum brake force yields maximum available braking under tough ground conditions for best control. Unique variable front to rear brake proportioning maximizes stop performance under slippery road conditions.
Ease of Operation

HI-TECH ROPS / FOPS Cab
The new HI-TECH (Hitachi Technology) ROPS/FOPS Cab features a center integrated, “flat panel” style dashboard that positions the display and controls within close view of the road ahead. The cab uses double-wall construction and a 3-point rubber iso-mount to absorb shocks and noise. The new high powered heater provides ample BTU’s for all environments and working conditions. The new Hitachi 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.

Auto-Lubrication System (Optional)
A pump fed system automatically applies grease to lube points via plumbing. The lubricant is automatically delivered in time controlled and metered quantities to all connected lube points in the system.

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 to 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 (proprietary, silicone based, environmentally friendly) 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.

Auto-Lubrication System (Optional)
**SPECIFICATIONS**

**ENGINE**
- Model: Detroit Diesel Series 60
- Configuration: 6 cylinder diesel
- Emission Certification: U.S. EPA Tier 3, EU. Stage IIIA
- Aspiration: Turbocharged/Aftercooled
- Rated Power: 381 kW (525 HP) at 2 100 min
- ISO 8528, net: 362 kW (486 HP) at 2 100 min
- EEC 80/1269, net: 362 kW (486 HP) at 2 100 min
- Maximum Torque: 2 373 N·m (242 kgf·m) at 1 350 min
- Piston Displacement: 14 L
- Bore and Stroke: 133 x168 mm
- Maximum RPM: 2 373 N·m (242 kgf·m) at 1 350 min
- Torque Rise: 25 723
- Note: Nominal Payload on front cover shows 100/110 of Payload with material density will determine body volume figures. Net machine weight changes will directly affect the payload.

**TRANSMISSION**
- Model: Allison H5610A
- Design: Fully automatic, planetary type with integral lock-up converter
- Mounting/Position: Remote from engine and rear axle for servosability
- Ranges: 6 forward, 2 reverse
- Control: Allison CEC2 electronics shift system with SEM (Shift Emery Management)

**TIRES**
- Front: 18.00 R33 (Standard)
- Rear: 18.00 R33 (Standard)
- Rim Width: 330 mm (13 in)
- Optional tires and tread patterns may be available.
- Note: Certain job conditions may require higher TPH (TPH) in order to maintain maximum production.

**ELECTRICAL SYSTEM**
- Twenty-four volt starting, lighting and accessories system
- Seventy amperes alternator with integral transistorized voltage regulator
- Two 12 V heavy duty batteries capable of 1300 cold cranking amps, each, at -17.8 degree C (0 degree F). A Hitachi solid state reprogrammable controller controls and monitors hauler systems, provides output information to control gauges and lights and incorporates connections for diagnostic tools.

**BODY CAPACITY**
- Struck (SAE): 20.8
- Haap 3: 1
- Haap 2: 1 (SAE)
- Body capacity and payload subject to change based on customer specific material density, options and application.

**WEIGHTS (Approximate)**
- Weights given are for standard options, standard body and tires.
- Net machine weight changes will directly affect the payload.
- Material density will determine body volume figures.
- chassis with Host: 29 733
- Body: 7 752
- Net Machine Weight: 37 485
- Maximum GMW*: with Std. Tires [18.00 R33 (** E4)]

**DRIVE AXLE**
- Model: 2052
- Axle Design: Full floating axle shafts using a model 2052 differential and single reduction planetary at each wheel
- Traction Control: An optional electronic feature that includes the Electronic Downshift Speed Control feature
- Differential and Final Drive Ratios
<table>
<thead>
<tr>
<th>Ratios</th>
<th>Standard</th>
<th>Optional</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.13:1</td>
<td>5.25:1</td>
<td>6.00:1</td>
</tr>
<tr>
<td>Planetary</td>
<td>5.25:1</td>
<td>6.00:1</td>
</tr>
<tr>
<td>Total Reduction</td>
<td>16.43:1</td>
<td>18.78:1</td>
</tr>
<tr>
<td>Maximum Speeds with 18.00 R33 tires</td>
<td>68.2 km/h</td>
<td>61.3 km/h</td>
</tr>
</tbody>
</table>

**HYDRAULIC SYSTEM**
- Two 2-stage, double-acting cylinders, with cushioning in retraction, innerand and outer mounted. Separate Hoist/Brake Cooling reservoir and independent tandem gear pump. Control valve mounted on reservoir.
- Braking in accordance with SAE J1995/ISO 3449. Double wall construction of 11 gauge inner and outer steel panels, lends itself to a more structurally sound cab. Multi-layer floor mats act to absorb sound and control interior temperature.
- A properly maintained cab from Hitachi, tested with doors and windows closed per work cycle procedures in ISO 5010. Results in an operator sound exposure Leq (Equal Sound Level) of 81 dBA. A three-point rubber iso-mount arrangement to the deck surface minimizes vibration to the operator compartment.

**ELECTRICAL SYSTEM**
- Two 12 V heavy duty batteries capable of 1300 cold cranking amps, each, at -17.8 degree C (0 degree F). A Hitachi solid state reprogrammable controller controls and monitors hauler systems, provides output information to control gauges and lights and incorporates connections for diagnostic tools.

**HYDRAULIC SYSTEM**
- Two 2-stage, double-acting cylinders, with cushioning in retraction, inner and outer mounted. Separate Hoist/Brake Cooling reservoir and independent tandem gear pump. Control valve mounted on reservoir.
- Body Raise Brake: 60 degrees
- Body Raise Time: (at 1 700 min) 13.9 s
- Body Down Time: (at idle) 15.0 s
- Brake Cooling Pump Output: 200 L/min
- Hoist Pump Output: (at 2100 min) 301 L/min
- System Relief Pressure: 17.2 MPa

**BRAKE SYSTEM**
- Brake system complies with SAE J4173/ISO 3450.

**STEERING SYSTEM**
- Closed-center, full-time hydrostatic steering system using two double-acting cylinders with pressure limit with unload piston pump and brake actuation/steering system reservoir. An accumulator provides supplementary steering in accordance with SAE J1511 and ISO 5010. The Operators steering wheel offers 35 degrees of tilt and 57.2 mm of tilt travel.
- Steering Angle: 42 degrees
- Turning Diameter: (SAE) 16.15 m
- Turning Diameter: (ECE) 95.71 L/min
- System Pressure: 15.9 MPa

**Retarder**
- Foot-operated valve controls all-hydraulic actuation of oil-cooled wet disc brakes on rear axle. System provides modulated pressure to rear brakes for constant speed control.
- Continuous: 484 kW (649 HP)
- Intermittent: 960 kW (1 300 HP)

**Load/Dump Brake Apply**
- Through activation of a switch by the operator, a solenoid is energized, sending full brake pressure to apply the rear Wet Disc Brakes. For use during the load and dump cycles.

**HI-TECH ROPS / FOPS CAB**
- Hi-Tech ROPS / FOPS Cab: ROPS complies with ISO 3449 and SAE J1404-May 94. FOPS complies with ISO 3449. Double wall construction of 11 gauge inner and outer steel panels, lends itself to a more structurally sound cab. Multiple layered floor mats act to absorb sound and control interior temperature.
- A properly maintained cab from Hitachi, tested with doors and windows closed per work cycle procedures in ISO 5010. Results in an operator sound exposure Leq (Equal Sound Level) of 81 dBA. A three-point rubber iso-mount arrangement to the deck surface minimizes vibration to the operator compartment.

**Comfort and Ease of Operation**
- A flat panel style dashboard positions controls within easy reach and visual contact. A full complement of easy-to-read gauges, automobile type monitor with warning system, a spacious environment, multiple position adjustable seat, tilt/telescopic steering wheel, filtered cab ventilation and door locks all contribute to operator convenience, control and comfort.

**Goodman Equipment Co.**
- Hitachi Construction Equipment Americas, Inc.
- www.goodmanequipment.com
- 877-793-2275
- 1710 County Road
- Olathe, KS 66061
- info@goodmanequipment.com
High yield strength alloy steel is also used for canopy side members and floor stiffeners. The Hitachi horizontal stiffener design minimizes stress concentrations. Load shocks are dissipated over the entire body length. Closely spaced stiffeners provide additional protection by minimizing distances between unsupported areas.

**BODY**

The body has been made to the flat floor, flat tail chute design. The rear hinge has been designed to cause the hinge pin to float when haul road input, minimizing suspension-induced frame twisting while encouraging the frame rail-box that the rear axle housing has an A-frame mounting. The near NECOON struts are mounted in a more vertical position which allows a more pure axial load and reduces the tractive and braking forces transmitted to the nose cone.

NECOON 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. And improved control means better machine maneuverability.

The frame and ACCU-TRAC suspension system are 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. NECOON ride struts are mounted with spherical bushings, eliminating extreme axial 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.

**SERVICE CAPACITIES**

- **Crancase (includes filters)**: 83.3
- **Transmission, Cooler and Lines**: 211.1
- **Fuel Tank**: 454
- **Cooling System**: 211.1
- **Steering System**: 97
- ** Cab Electrical**: 50.3
- **Windshield Washers**: 5.7
- **Oil Change**: 9.7

**STANDARD EQUIPMENT**

- **ACCU-TRAC suspension system**: Guard rails
- **All-hydraulic braking**: Hold interlock
- **H500A automatic transmission**: ISO decals
- **Battery disconnect switch**: Loadump brake
- **Body down cushioning**: Mirrors, left and right, hand
- **Body down indicator**: Adjustable
- **Body up speed restriction**: Mud flaps
- **Canopy spill guard**: NECOON-E suspension struts
- **Continuous body heating**: Park brake - dry disc
- **Cooling system sight gauge**: Radiator grille guard
- **Driver’s seat guard, front**: Reverse alarm and light
- **Electric home**: Rock- ejector bars
- **Electric start**: Steering accumulator
- **Electronic Tach**: Steering tank sight gauge
- **Engine belt protection**: Tires 18.00 R33
- **Fan guard**: Tow points, front
- **Fans**: Transmission guard
- **Fixed steering stops**: Transmission sight gauge
- **Front brake cut-off switch**: Two speed reverse
- **Fuel tank sight gauge**: Water separator, included in fuel filter

**INDICATOR LIGHTS**

- **Battery charge**: Roll down operator window
- **Body up**: Rubber floor mat
- **Brake system oil pressure**: Safety glass
- **Central warning (stop)**: Seat belts, retractable
- **Central warning (caution)**: Seat, mechanical, adjustable, multi position
- **Engine coolant level**: Sunvisor
- **Engine oil pressure**: Tilting & telescoping steering wheel
- **Engine oil temperature**: Tinted glass, all windows
- **Engine, other malfunctions**: 12 volt accessory connection
- **Engine oil pressure**: Windshield washer
- **Filter restrictions**: Windshield wiper, intermittent

**MACHINE LIGHTS**

- **Brake system oil pressure**: Quick connect test ports
- **Central warning (stop)**: Roll down operator window
- **Central warning (caution)**: Rubber floor mat
- **Brake system oil pressure**: Safety glass
- **Transmission oil pressure**: Seat belts, retractable
- **Transmission oil pressure**: Seat, mechanical, adjustable, multi position
- **Parking brake applied**: Sunvisor
- **Parking brake applied**: Tilting & telescoping steering wheel
- **Transmission oil pressure**: Tinted glass, all windows
- **Transmission oil pressure**: Windshield washer
- **Transmission oil pressure**: Windshield wiper, intermittent

**OPTIONAL EQUIPMENT**

- **Acting Tractor Control (ATC)**: Electrically heated mirrors
- **Circuit Breakers**: Electronic Downhill Speed Control (EDIC)
- **Air conditioning**: All-hydraulic braking
- **Air suspension seat**: Electrically heated mirrors
- **Air suspension seat**: Engine access step
- **Air suspension seat**: Engine compartment lights
- **Air suspension seat**: Fan clutch
- **Air suspension seat**: Fire extinguisher, deck mounted
- **Air suspension seat**: Fog lights
- **Air suspension seat**: Hill hold brake
- **Air suspension seat**: Speaker, antenna and wiring only
- **Air suspension seat**: Trainers seat
- **All-wheel drive**: Fluid sampling points
- **Anti-theft equipment**: Final drive 0.60 : 1
- **Anti-theft equipment**: Fluid drain kit - FEMCO
- **Battery charger**: Fog lights
- **Battery charger**: Ground level engine shutdown
- **Battery charger**: High grade-ability rear axle
- **Battery charger**: High lift green paint
- **Battery charger**: Lube system, centralized
- **Battery charger**: Lube system, Granevale
- **Battery charger**: Lube system, Lincoln
- **Battery charger**: Mild cold weather package (HID headlights, LED marker lights)
- **Battery charger**: Rear view camera
- **Battery charger**: Rock cap
- **Battery charger**: Service center
- **Battery charger**: Side extention
- **Battery charger**: Side Mudguards, mounted to cab deck
- **Battery charger**: Side mudguards, mounted to cab deck
- **Battery charger**: Spare rim
- **Battery charger**: Spare tire with rim
- **Battery charger**: Transynd transmission fluid
- **Battery charger**: Unit sound suppression, including fan clutch
- **Battery charger**: Unit sound suppression, including fan clutch
- **Battery charger**: Extra parts manual - hardcopy
- **Battery charger**: MISCELLANEOUS

**MISCELLANEOUS**

<table>
<thead>
<tr>
<th>Part</th>
<th>Description</th>
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<td>Front</td>
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<td>Sides</td>
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<td>End Protection</td>
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<td>Optional Body Liners (Heavy Duty)</td>
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<td>Top of the Body Side Plate</td>
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Performance Data

Before use, read and understand the Operator’s Manual for proper operation.

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.

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