



SKT130H

Wide-body Dump Truck

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Leading the Future with
Intelligence*



Operation upgrade

Rated load: 85t; truck capacity: 48-50m³; stacking capacity: ~10m³



Efficiency upgrade

Lifting efficiency: ↑25%; annual income increase: RMB 60,000



Power upgrade

High-horsepower engine, strong power and no post-treatment required



Safety upgrade

Comprehensive improvement of lifting, braking and steering safety

Main Technical Parameters

Items	Parameters
Engine	Yuchai K16-660
Transmission	8DS280 (standard hydraulic retarder)
Axle	Pengxiang 30-50-50T
Tire	18.00R25-11
Rim	13.00-25-11
Frame	Frame-type welded chassis
Dump body	50 m³ U-shaped dump body
Cab	Narrow-body cab
Front suspension	Hydro-pneumatic spring • five-link
Rear suspension	Hydro-pneumatic spring • five-link
Lifting	Double-cylinder mid-lifting
Steering	Full hydraulic steering • emergency steering
Brake	Front drum and rear disc, standard central brake

Dimensions

Overall dimensions	Parameters
Outline dimensions (L × W × H)/mm	9730-4214-4603
Wheelbase/mm	3825-1900
Front suspension/mm	1958
Rear suspension/mm	1937
Front wheel track	3140
Rear wheel track	3280

Performance indicators

Weight parameters	Parameters
Minimum ground clearance	400
Maximum gradeability	32
Maximum speed	40
Minimum turning radius	13
Approach angle/departure angle (°) (no load)	34.5/46.5

Frame-type chassis

- Integrated frame structure, its stress level ↓ 35% compared with that of riveted frame
- Box-type longitudinal beam with uniform section, its bending resistance ↑ 25% compared with that of riveted frame
- First frame durability test bench in the industry, with a service life > 10 years

Thoroughly resolving the industry's issue of frame fractures, significantly enhancing lifespan by 100%. Introducing the industry's first frame structure, overcoming the technical bottleneck of large-tonnage load-bearing, applicable to 70-100 class models, with an overload capacity > 20%

Full hydro-pneumatic suspension

- First full hydro-pneumatic suspension in the industry, with overload capacity ↑ 20% and vibration isolation rate ↑ 30%, addressing the load-bearing challenges of large-tonnage models
- First suspension cylinder fatigue durability test bench in the industry, with a service life > 10 years

Thoroughly resolving the industry's leaf spring breakage issue, increasing attendance rate by 10pp, advancing the double-axle suspension cylinder through technology to address differential damage and slippage issues: improving vibration isolation and reducing engine and axle failure rates

Large-tonnage axle and braking capacity

- Axle rated load increased to 30-50-50t
- The "front drum and rear disc" brake is superior to the "drum" brake, reducing braking distance by 2m
- The standard central brake can ensure that the vehicle remains stationary on a 22.8% slope, even when overloaded by 20% (with a total load of 145 tons)

Pain point resolution and technological breakthroughs

Overcoming the large-tonnage load-bearing bottleneck of the entire machine and axles: addressing the safety of driving and parking brakes for large-tonnage models

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