



Stem from HOWO DNA, transformed and upgraded

World-advanced truck-making technology, strong R&D strength, rigorous European design and test standards, all contribute to SINOTRUK HOWO TX, a brand-new generation of heavy truck with higher safety, higher comfort, higher effectiveness and longer life of service.



HOWO TX (EURO V) SERIES MODELS

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HOWO TX (EURO V) SERIES MODELS



Powerful combination, innovative development

On July 15, 2009, SINOTRUK and German MAN officially established a strategic cooperative partnership aimed to look into the future and seek mutual development, making MAN the second largest shareholder of SINOTRUK (HONG KONG) LIMITED, initiating an all-round in-depth cooperation in the respect of technology and process management.

Same HOWO yet distinguished TX

SINOTRUK has fully upgraded HOWO model in accordance with more than a decade of successful operating experience to it. Based on its existing advantages and characteristics and through the combination, upgrading and transformation of German technology and SINOTRUK-based technology, a brand-new TX series model of HOWO product family is launched to the market in 2020.

HOWO TX

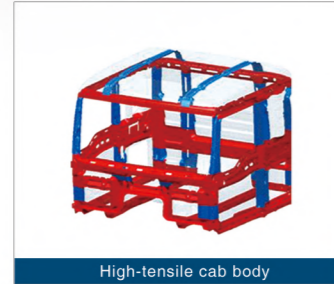


BRAND-NEW TX CABIN

A comfortable and high-class experience of driving

HIGH SAFETY :

- The stiffness and strength of the cab body reaches international level, meeting ECE R29 EU cab safety standards.
- The cab roof, side wall and rear wall are all integrally welded from double-layered steel with strong adhesive connection.
- Highly reliable hinge of German technology ensures that the door could open automatically even it deforms.
- Three-piece metal bumper ensures higher safety and stronger energy absorption ability of the cab and increases the vehicle's impact resistance.
- Wide field of view: the front-view and down-view mirror with large field of view further enhance road safety.



HIGH COMFORT :



Ergonomics-oriented design: instrument switches and door switches are laid out reasonably, while electric doors and windows, electrical rear mirrors are easy to operate; steering wheel is pneumatically controlled so that it could be adjusted by height and angle, contributing to high degree of ergonomics.



Super-wide sleeper: flat-roofed M cab with 525mm wide sleeper and flat-roofed W cab with 749mm wide sleeper provide more comfortable rest space for drivers and passengers.

More storage space: double toolbox, upper glove compartment and storage spaces designed on the instrument panel, door lights and multiple locations make the placement of various tools and belongings more convenient.

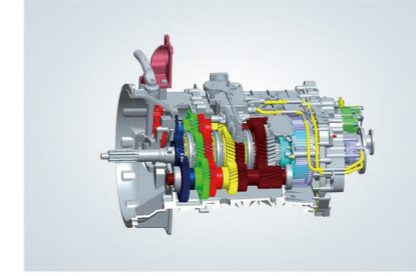


Pneumatic shock-absorbing seat: offering nine directions adjustment including front and back position of the seat, height of the seat, backrest angle, cushion height, front and back position of lumbar support, so as to fit in the needs of different drivers, making driving more comfortable and lowering fatigue. Four-point suspended cab is equipped with spiral-spring and air-suspension shock absorber, making the cab jump range reach ± 45 mm.

ENGINE

Put an end to tediousness and provide stable performance

Adoption of Euro V emission standard and fuel with strong adaptability ensure easy maintenance and low maintenance cost.



TRANSMISSION WITH ULTRA-HIGH PERFORMANCE

Classic, mature and reliable

SINO TRUK HOWO series transmissions are adopted, offering high capacity and reliable quality.



Main parameters of Dumpers

Vehicle type	Dumper		
Drive model	6x4, 8x4		
Cab	TX-M (525mm single sleeper), TX-W (749mm single sleeper)		
Engine	Model	MC11	D10
	Displacement (L)	10.518	9.726
	Power(ps)	400, 440	340, 380
	Type	4-stroke, supercharged and inter-cooling, Bosh common rail system	
Emission standard	Euro V		
Clutch	$\phi 430$ pull-type diaphragm spring clutch		
Transmission	HW19710, HW19712, HW25712XST		
Front axle	VGD95, drum-type		
Rear axle	MAT16ZG, MCP16, Double reduction (central reduction +hub reduction)		
Suspension	Leaf spring suspension		
Fuel tank(L)	300L ,400L (according to vehicle model)		
Tyre	12.00R20		

MATURE AND RELIABLE AXLE

Classic axle and axle with German technology- ready for your choice

Classic MAT16ZG double reduction driving axle:

Based on Styre ST16 axle and combined with Germany technology, the axle housing, main reduction axle housing and differential lock etc. have been improved and are characterized with reliable quality, high strength and strong bearing capacity etc., which make them more applicable for bad road conditions such as construction sites and mines.

MCP16 series single reduction driving axle with German technology:

Axle stamped and welded with high strength material has light weight and strong bearing capacity, and rated axle load range from 9T to 17T.

MCP16 double reduction driving axle with German technology:

Gears are with high strength, long life; the additional oil filter can improve the cleanliness of gear oil to reach long oil change period.



ROLLING ON BY MIGHTY LOAD-BEARING



Main parameters of Cargo truck

Vehicle type	Cargo			
Drive model	4x2, 6x2, 6x4, 8x4			
Cab	TX-W (single sleeper), TX-V (double sleeper)			
Engine	Model	MC07	WP07	MC11
	Displacement (L)	6.871	7.5	10.518
	Power(ps)	240-350	270	340-460
	Type	4-stroke, supercharged and inter-cooling, Bosh common rail system		
Emission standard	Euro V			
Clutch	pull-type diaphragm spring clutch			
Transmission	HW13709XSTL, HW16709XSTL, HW19709XSTL, HW19710, HW19712, HW25712XSTL			
Front axle	VGD71, drum-type			
Rear axle	MCP16, MCP11, MCP12, MCP13, single reduction			
Suspension	Leaf spring suspension			
Fuel tank(L)	400L ,600L (according to vehicle model)			
Tyre	12.00R20			