



FOTON



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LOXA

L9

SERIES MIXER





 **SUPER RELIABLE**

 **SUPER EFFICIENT**

 **SUPER ENERGY-SAVING**

 **SUPER PERFORMANCE**

 **SUPER SAFE**



High attendance rate

The annual attendance rate is up to 90%.



Integrated Development of EU and US Technologies

- LOXA integrated global R&D teams (China, US, and Germany) for the development of the product. Its power technology came from Cummins, its chassis technology came from Daimler, and its concrete mixer technology came from LOXA Research Institute in Germany. The vehicle is based on an integrated design and has reliable quality.



Integrated Manufacture Based on EU and US Technologies

- This is a digital factory manufacturing engine, chassis, and concrete mixer products. The high-quality products came from advanced technologies of China, US, and Germany. The integrated quality ensures reliable manufacture.
- Daimler's manufacture management system is adopted. On site there are German experts providing guidance. Each vehicle shall go through 36 inspection processes before leaving the factory. They include three validation processes in product development, three check processes in materials supply, 27 check processes in production, and three check processes in sale, with the purpose of guaranteeing good product quality.



Global Golden Supply Chain Providing High-strength Wear-resistant Materials

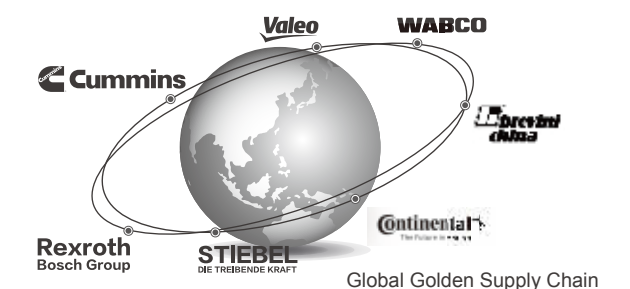
- 70% of the key assemblies and parts of the onboard pumping system are international-brand, such as the Stiebel transfer case, Rexroth hydraulic pump and valves, IFM controllers and displays, and HBC remote control.

High-strength Tank Body and Vanes

- The mixing drum is completely made of high-strength steel. The tank body and vanes are made of the 520JJ high-strength wear-resistant material. The tank body has good welding quality, with the service life of three or four years or 50,000 to 60,000 cubic meters of concrete.

Very Robust Bearing Frame

- The bearing frame is made of B610L high-strength alloy steel and pressed once into shape. Its width is up to 879mm or 856mm. Its three-layer side members of better bearing performance are patent.





Higher work efficiency resulting in the saving of 50h/a.



// Industry-leading Mixing Technology

► Good Concrete Homogeneity and Low Remains Rate

In its development and validation, an advanced mixing flow field simulation technology originating from Germany was used. The L9 mixer truck adopts dual logarithmic spiral curve vanes, which together with the mixer and flow holes allows for 3D mixing, with the result that the mixing separation and front and rear concrete deposits problems have been solved.

The slurry density relative error is as low as 0.32%. The aggregate density relative error is as low as 1.55%.



// High Capacity Utilization Rate

► The heightened and extended vane layout improves the loading capacity by 1 cubic meter and the capacity utilization rate by 10% in case of steep gradient.

► High Discharge Speed

The optimized vane spiral rise angle allows the concrete speed within the tank body to increase dramatically and the discharge speed to be as high as 3m³/m or higher.



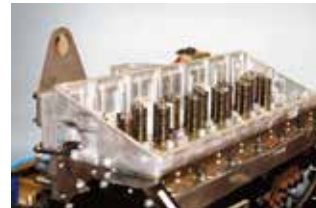
SUPER ENERGY-SAVING

**Overall fuel saving up to 12%
or \$3480/a**



// Energy-saving Power System

- ▶ A Cummins engine is adopted. The optimized fuel injection/combustion system of high detonation pressure (2000bar) provides good fuel atomization and high combustion efficiency.
- ▶ The unique smart intake system of Cummins works with two super big inlet valves (45mm) to provide higher air intake speed, more sufficient combustion, and more energy saving.
- ▶ The patented smart heat management system minimizes the fuel fee.
- ▶ The low fuel consumption range is wide (1000-1500rpm), and the economic fuel consumption range of 200g/kw.h or below accounts for 70%.
- ▶ 11.8L large displacement, 132mm large cylinder diameter, and 2000N.m large torque allow the engine to enter the economic speed range as soon as possible, with the result of low fuel consumption.
- ▶ The silicone oil fan is designed to be electronically controlled to reduce the fuel consumption by 2%-3%.
- ▶ Lightweight and low energy consumption designs along with integrated vehicle development provide good match, less power loss, and more energy saving.



// Matching-based Fuel Consumption

- ▶ A European technology is used to optimize the match of the power system with the vehicle, with the result of dramatic fuel saving.
- ▶ In case of an engine stall, the water-heated independent heat source can work independently to keep the cab's interior temperature constant and thus reduce the fuel consumption.

// Fuel Saving from Resistance Reduction

- ▶ The vehicle body that is based on an advanced aerodynamic design and has gone through a severe wind tunnel test has a low wind resistance coefficient.
- ▶ The brand-new high-position lateral air intake system that has been specially developed and that has the pre-filtering function efficiently improves the fuel economy of the engine and reduces the air intake resistance.



// Multi-condition Matching Technology

- ▶ A multi-condition database is created and used to provide seamless match with the condition parameters through limiting the engine's output torque and speed, with the result that the overall fuel saving is 12% or ¥ 22,800/a (it is assumed that 50,000 kilometers are travelled annually).

// EBP Multi-power Technology

- ▶ In order to achieve the end of reducing the fuel consumption, the EBP control switch is used to switch to the appropriate engine external characteristic according to the specific condition.



Guaranteed Personal Safety
Guaranteed Money Making



Active Safety //

// Low-dip Design

- ▶ The mixing tank body has a low-dip design. The center of gravity of the vehicle is 5% lower than those of the other mixer trucks of the same kind. Its overturn resistance is higher and its safety factor is 10% higher.

// Reasonable Wheelbase Distribution

- ▶ The advanced integration design philosophy ensures that the center of gravity of the vehicle is rationalized to increase the vehicle's travel stability through reasonable wheelbase distribution according to the pumped volume of concrete.

// Braking Safety

- ▶ The ISG engine adopts the world-leading iBrake engine brake system that integrates the exhaust rocker arm and compression braking integration technologies, which allows the maximum braking force to be up to 370hp. Its efficiency is 50% higher than the exhaust-type braking efficiency.



Conmet brake



Drum brake

// Safety Design

- ▶ Its exterior rearview mirrors, interior rearview mirror, and larger rear window, which follow the relevant European standards, provide an open visual field without any blind area.
- ▶ ABS, three-point type adjustable seat belts, AFS, LED daytime running light, etc. are provided.
- ▶ The nighttime high-brightness lighting system and instrument panel are more suitable for night operations.

Passive safety //

- ▶ The vehicle complies with the strictest EU EEC regulations. Its cab can withstand any head-on or lateral collision, overhead compression, and front drilling.
- ▶ Its cab, called Life Safety Cab, can move back 200mm in its entirety to protect the life of the driver in case of a collision.
- ▶ The cab is made of 1mm body steel plates to ensure the personal life of the driver.





Healthy Driving Fatigue Avoidance



// Mobile Home of Sedan-class Comfort

- ▶ The vehicle body is welded by a robot. Its cab that is of good sealing performance is rainproof and dustproof.
- ▶ Adoption of soundproof materials and noise reduction design make the vehicle a quietest concrete mixer truck. When it runs at idle speed, its interior noise is lower than 60dB.
- ▶ It has Grade-3 damping airbag seats that are adjustable in multiple directions and an adjustable pneumatic steering wheel, thus allowing the driver to drive in the most comfortable posture.
- ▶ In the top of the cab there is a large storage box that can be pulled out and pushed in like one in a sleeper bus. The storage box is easy to use, beautiful, and very useful.
- ▶ Large amounts of green materials are used in the vehicle body to ensure the driver's health.



// Ergonomic Design

- ▶ The power windows and central control door locks provide operation convenience.
- ▶ The vehicle body can tilt by 70 degrees, with the large-opening front cover. The tilting head lights can rotate outward by 90 degrees to provide convenience for both the maintenance and operation workers.



LOXA L9 Series List of Series Mixer Truck Models

Three-axle



TX/Right-hand driving

270-6-R	
Wheelbase (mm)	3100+1350
Discharge remains rate (%)	0.6

340-9-R	
Wheelbase (mm)	3575+1350
Discharge remains rate (%)	0.6

TX/Left-hand driving

336-9	
Wheelbase (mm)	3575+1350
Discharge remains rate (%)	0.6

340-12	
Wheelbase (mm)	4100+1350
Discharge remains rate (%)	0.6

310-8-R	
Wheelbase (mm)	3575+1350
Discharge remains rate (%)	0.6

340-10-R	
Wheelbase (mm)	3575+1350
Discharge remains rate (%)	0.6

330-9/10-R	
Wheelbase (mm)	4100+1350
Discharge remains rate (%)	0.6

340-10	
Wheelbase (mm)	3575+1350
Discharge remains rate (%)	0.6

340-10	
Wheelbase (mm)	3575+1350
Discharge remains rate (%)	0.6

350-8	
Wheelbase (mm)	3575+1350
Discharge remains rate (%)	0.6

Four-axle



TX/Left-hand driving

375-12	
Wheelbase (mm)	1800+3050+1350
Discharge remains rate (%)	0.6

ST/Left-hand driving

400-10	
Wheelbase (mm)	1800+3050+1350
Discharge remains rate (%)	0.6

Parameters

Right-hand driving

Capacity	6m³	8m³	9m³	10m³	9/10m³
Specifications	270-6-R	310-8-R (dry type)	340-9-R	340-10-R	330-9/10-R
Driving type	6×4	6×4	6×4	6×4	6×4
Wheelbase (mm)	3100+1350	3575+1350	3575+1350	3575+1350	4100+1350
Engine brand	Cummins	Weichai	Cummins	Cummins	Weichai
Engine model	ISDe270	WP10.310E32	ISLe340	ISLe340	WD615.44
Rated power (kW)	198	228	250	250	243
Vehicle body	ETX-2490	ETX-2490	ETX-2490	ETX-2490	ETX-2490
Mixing tank inclination (°)	13.5	12	12	12	12
Feed rate (m³/min)	≥3	≥3	≥3	≥3	≥3
Discharge rate (m³/min)	≥2	≥2	≥2	≥2	≥2
Discharge remains rate (%)	≤0.6%	≤0.6%	≤0.6%	≤0.6%	≤0.6%
Hydraulic system	REXRTH+ZF	REXRTH+ZF	REXRTH+ZF	REXRTH+ZF	REXRTH+ZF
Water supply mode	Pneumatic water supply system	Pneumatic water supply system	Pneumatic water supply system	Pneumatic water supply system	Pneumatic water supply system
Emissions	Euro III	Euro III	Euro III	Euro III	Euro III

Left-hand driving

9m³	10m³	12m³	12m³	8m³	10m³
336-9	340-10	340-12	375-12	350-8	400-10
6×4	6×4	6×4	8×4	6×4	8×4
3575+1350	3575+1350	4100+1350	1800+3050+1350	3575+1350	1800+3050+1350
Weichai	Weichai	Weichai	Weichai	Cummins	Cummins
WP10.336	WP10.340E32	WP10.340	WP12.375N	ISGe-350	ISGe-400
247	250	250	276	257	295
ETX-2490	ETX-2490	ETX-2490	ETX-2490	GTL-2490	GTL-2490
12	13.5	13.5	12	12	10
≥3	≥3	≥3	≥3	≥3	≥3
≥2	≥2	≥2	≥2	≥2	≥2
≤0.6%	≤0.6%	≤0.6%	≤0.6%	≤0.6%	≤0.6%
REXRTH+ZF	REXRTH+ZF	REXRTH+ZF	SAUER+PMP	REXRTH+ZF	REXRTH+ZF
Pneumatic water supply system	Pneumatic water supply system	Pneumatic water supply system	Pneumatic water supply system	Pneumatic water supply system	Pneumatic water supply system
Euro III	Euro II/Euro III	Euro II	Euro II/Euro III	Euro IV	Euro IV

LOXA L9

