



Concrete Truck Mixer



Conventional Series II

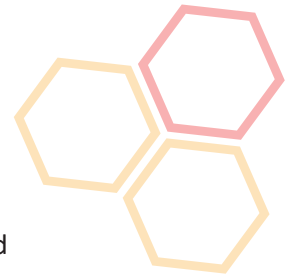
*May be shown with Optional Equipment



Booster Series II



The three factors that set the **Integral dx Concrete Mixer Truck** apart are:



- Precision Mix Function that monitors your loads progress and automatically adjusts your rpm
- Optional Inclinometer that works together with your drum angle sensors to optimize drum speed
- Load Function senses a new batch, keeping the truck and drum rpm running independently, lowering overall rpm

These features double the life of your **Integral dx Mixer Drum**, reduce loss, and save up to 15% in fuel costs.

Load, Mix, Repeat

Fast Charging

The charging hopper has a 30" throat for smooth charging, and it has a tilt feature for better discharge capacity. Our drum is outfitted with a 19" x 24" hatch located on the front section of the drum. The fins within the drum are made of 3/16" or 1/4" thick abrasion-resistant steel, with a reversed lip for optimum mixing. The front of the drum cone is designed with a longer shape so the cone sits lower, providing greater stability to the truck by lowering the center of gravity.



Extended Mix Window

Our patented **Integral dx** control technology mixer provides more precise calculations of time and distance for delivery. This increases the lifetime of the drum and related components, eliminating unnecessary wear and tear to the mixer. The drum tracks are made from forged steel, with a wide roller track to lower the stress between the drum roller and the track. The drum roller has an 8-inch diameter made of surface hardened alloy steel and tapered Timken® roller bearings. Remote central greasing is standard. The rear fenders span the full width of the truck with center bracing to provide extra support for heavy loads.



Rapid Discharging

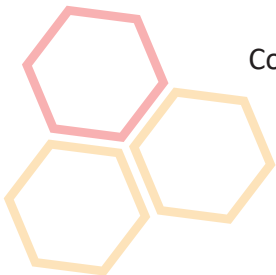
Our discharge hopper is 20% larger improving flow with a 45° drop angle and easier clean-up. The swing chute is 5'6" with a 3'2" fold over. The 7 position chute lock allows for the best pouring angle on the jobsite, and with 2 Timken® greasable roller bearings ensure smooth pivoting.



Custom Builds

To fit your specific needs, we can offer customization on each **Integral dx Concrete Mixer Truck**. Our Sales department and Engineers enable us to meet your specifications to accomplish your job site goals.

Contact our Sales department for more information on customizing your Concrete Truck Mixer!



Product Specifications

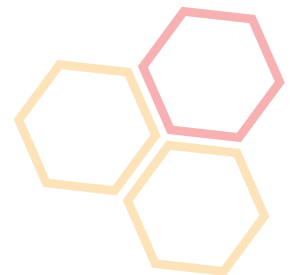
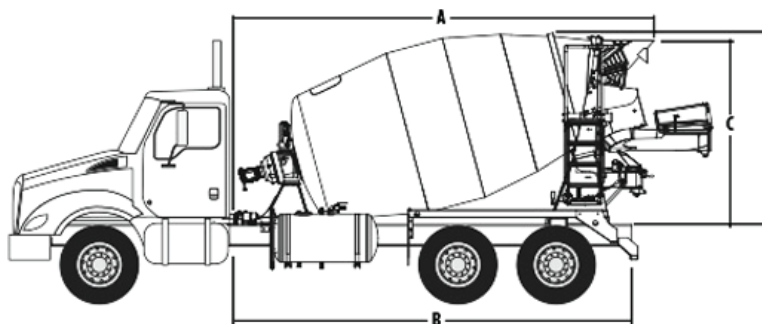


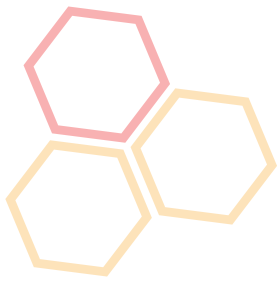
Features

Gearbox	ZF P7300 or ZF CML12
Drum Discharge Opening	46 in.
Roller Bearings	Timken® Greasable Roller Bearing
Water Tank	65-200 gallons
Swing Chute	5 ft 6 in
Foldover	3 ft 2 in
Side Mount Chute	4 ft (steel or aluminum available)
Fins	3/16 in or 1/4 in
Charging Hopper	44.5 in x 28.5 in
Hopper Throat	30 in
Mixing Speed	6-18 RPM
Agitation Speed	1-6 RPM

Mounting Options

Mixing Capacity	10 cu yds	10.5 cu yds	11 cu yds	12 cu yds
Agitator Rating	13.3 cu yds	14 cu yds	14.7 cu yds	16 cu yds
Gross Drum Volume	450 cu ft	471 cu ft	496 cu ft	544 cu ft
A - Min Length Back of Cab to end of Charge Hopper	224 in	230 in	236 in	250 in
B - Min Length of Platform	200 in	206 in	212 in	226 in
C - Charge Hopper Height	101.5 in	101.5 in	101.5 in	101.5 in
D - Height of Mixer Unit	105 in	105 in	105 in	105 in





Concrete Truck Mixer

"I have been driving Mixers for 20 years and have really enjoyed my Integral dx truck. The lower center of gravity makes me feel safer when taking turns in the Missouri hills. I have also been impressed with the in cab control technology so I can set-up everything I need quickly for each load. I feel like the Integral dx Mixer was built with the mixer driver in mind!"

-Scott L, Driver Tri-Lakes Redi-Mix



"Integral dx worked with us to verify fins within the mixer drum were in compliance to meet an awarded DOT specifications. Measurements of a drum that had hauled over 30,000 lbs of material, were compared to new build specs to determine if there were any deviations. Out of all forty (40) locations compared within this activity, all remained the same as what was identified per new build measurements without any deviations."

-Bill Davenport, Fleet Manager

