

NOW WITH THE POWER OF GI



ZA/IS 220LC

170 PS / 2100 rpm | 21700 kg | 0.9 - 1.22 m³















More Production with Less Fuel

- 10% Reduction in Fuel Consumption
- More Fuel Reduction in the ECO mode
- Swift Front Movements with HIOS* III Hydraulics
- Powerful Lifting Operation
- Boosted Swing Torque
- Enhanced Power Boost
- Easy-to-Use Attachments



Remote Fleet Management with Global e-Service

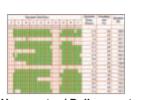
Global e-Service provides easy access to a machine on site, conveying operating information and log, including machine location, daily operating hours, fuel level, temperatures, pressures and likes.

TATA HITACHI



Operation

- Working site of customer machine can be determined.
- Route to working site of customer machine can be determined also.



Hour meter / Daily report

Daily machine operation hours and remaining fuel can be determined.



Alarm function

Information of alarms as causes of machine failures can be received in real time.



Operation information

Hydraulic oil temperature, swing hours and other data are determined.

ZA/1S 220L

ZAXIS

Now, with the Power of GI



No Compromise on Operator Comfort

- Comfortable Operating Environment
- Comfort-Designed Operator Seat
- Robust Cab

The robust cab, meeting the OPG (Top Guard Level 1), protects the operator from falling objects. The pilot control shut-off lever is provided with a neutral engine start system that permits engine starting only when the pilot control shut-off lever is in Lock position.





Ergonomic cor



Rear Air-conditioner vent



. (200



Parallel arrangement of ROC

Electric Fuel Refilling Pump

Simplified Maintenance

Parallel arrangement of ROC, Dustproof indoor net, Grouped remote inspection points, Sloped side frame tops, Long service intervals & Electric fuel filling pump(optional) helps to simplify maintenance



Durable, Reliable Engine

This engine has a track record showing impressive durability at countless tough job sites around the world.

The engine - associated with a rugged design, a direct fuel injection system and an elaborate governor - goes green, and complies with EU Stage II and US EPA Tier 2 emissions regulations.

The ample-capacity intercooler and turbocharger help yield a whopping 170 PS (125 kW) output for higher production in shorter job schedule.



Rock-Solid, Durable Front Attachment

The boom top and foot are reinforced with thickened high-tensile steel brackets, which incorporate steel bushings to enhance durability. Arm cylinder and boom cylinders (rod extend ends) cushion shocks at stroke ends to cut noise and extend service life.

Joint pins at the front attachment are tightly fit to reduce jolt and sound. The arm-bucket joint is protected by WC thermal spraying on its contact surfaces to reduce wear and jolt. New-type steel bushings, utilized on joint pins, retain grease inside for longer greasing intervals. A reinforced resin thrust plate, mounted on the bucket pin, helps reduce wear and noise.



Strengthened Undercarriage

The X-beam frame is made monolithically with fewer welds for higher rigidity and durability.

Track adjusters absorb impacts to crawlers. Front idlers and adjuster cylinders are integrated to increase durability.

Idler brackets and travel motor brackets are both thickened for added durability.

SPECIFICATIONS

| Isuzu CC-6BG1T |
|--|
| 4-cycle water-cooled, direct injection |
| Turbocharged, intercooled |
| 6 |
| |
| 170 PS (125 kW) at 2 100 min ⁻¹ (rpm) |
| 170 PS (125 kW) at 2 100 min-1 (rpm) |
| 637 Nm (65 kgfm) at 1 800 min-1 (rpm) |
| 6.494 L |
| 105 mm x 125 mm |
| 2 x 12 V / 88 Ah |
| |

| HYDRAULIC SYSTE | M |
|------------------------|--|
| Hydraulic Pumps | |
| Main pumps | 2 variable displacement axial piston pumps |
| Maximum oil flow | 2 x 212 L/min |
| Pilot pump | 1 gear pump |
| Maximum oil flow | 33.6 L/min |
| Relief Valve Settings | |
| Implement circuit | 350 kgf/cm² (34.3 MPa) |
| Swing circuit | 310 kgf/cm² (30.4 MPa) |
| Travel circuit | 350 kgf/cm² (34.3 MPa) |
| Pilot circuit | 40 kgf/cm² (3.9 MPa) |
| Power boost | 388 kaf/cm2 (38 0 MPa) |

| UPPERSTRUCTURE | |
|----------------|------------------------------|
| Swing speed | 13.0 min ⁻¹ (rpm) |
| Swing torque | 68 kNm (6934) |

UNDERCARRIAGE

| Number of items on each side. | |
|-------------------------------|--------------|
| Upper rollers | 2 |
| Lower rollers | 8 : ZX220LC |
| Track shoes | 49 : ZX220LC |
| Track guard | 2 : ZX220LC |

| Travel Device | |
|------------------------|----------------------|
| Travel speeds | High: 0 to 5.5 km/h |
| | Low: 0 to 3.5 km/h |
| Maximum traction force | 184 kN (18 800 kgf) |
| Gradeability | 70% (35° continuous) |

| SERVICE REFILL CAPACITIES | |
|---------------------------|---------|
| Fuel tank | 400.0 L |
| Engine coolant | 23.0 L |
| Engine oil | 25.0 L |
| Swing device | 6.2 L |
| Travel device (each side) | 6.8 L |
| Hydraulic system | 240.0 L |
| Hydraulic oil tank | 201.0 L |

BACKHOE ATTACHMENTS

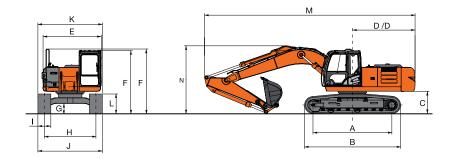
Not applicable

| Capacity | 10 | Width | | | | Recomme | ndation |
|---------------------------|-------------------|----------------------|--------------|-----------|------------|------------|---------|
| Сарасну | Widii | | No. Of teeth | Weight | | ZX220LC | Quarry |
| ISO heaped | With side cutters | Without side cutters | teetii | 2.2 m arm | 2.42 m arm | 2.91 m arm | |
| 0.92 m ³ (HD) | _ | 1 170 mm | 5 | 944 kg | • | | |
| 0.90 m ³ (GR) | _ | 1 009 mm | 4 | 966 kg | • | | |
| 1.00 m ³ | 1 340 mm | 1 230 mm | 6 | 804 kg | © | 0 | 0 |
| 0.90 m ³ (GP) | 1 240 mm | 1 130 mm | 5 | 769 kg | 0 | © | 0 |
| 1.22 m ³ (ELM) | _ | 1 460 mm | 6 | 857 kg | | | |

Heavy-duty service

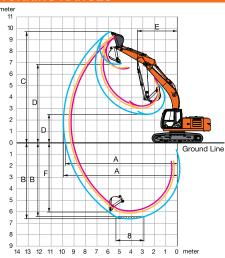
■ Suitable for materials with density of 1 100 kg/m³ or less

DIMENSIONS



| | | | Unit: mm |
|--|------------|--|------------|
| | ZX220LC | | ZX220LC |
| | (STD / HD) | | (STD / HD) |
| A Distance between tumblers | 3 660 | J Undercarriage width | 2 390 |
| B Undercarriage length | 4 460 | K Overall width | 2 990 |
| * C Counterweight clearance | 1 040 | * L Track height with triple grouser shoes | 920 |
| D Rear-end swing radius | 2 910 | M Overall length With 2.20 m arm | 9 760 |
| D' Rear-end length | 2 910 | With 2.42 m arm | 9 680 |
| E Overall width of upperstructure | 2 700 | With 2.91 m arm | 9 680 |
| F Overall height of cab | 2 940 | N Overall height of boom | 3 150 |
| F' Overall height of upperstructure | 3 010 | With 2.20 m arm | 3 050 |
| * G Min. ground clearance | 450 | With 2.42 m arm | 3 010 |
| H Track gauge | 2 390 | With 2.91 m arm | 3 050 |
| I Track shoe width | 600 | | |
| * Evoluding track shoe lug G: Triple group | or oboo | | |

WORKING RANGES



| | | | Unit: mm |
|------------------------------------|--------|--------|----------|
| Arm length | 2.20 m | 2.42 m | 2.91 m |
| A Max. digging reach | 9 260 | 9 430 | 9 920 |
| A' Max. digging reach (on ground) | 9 080 | 9 250 | 9 750 |
| B Max. digging depth | 5 920 | 6 120 | 6 610 |
| B' Max. digging depth (8' level) | 5 680 | 5 890 | 6 420 |
| C Max. cutting height | 9 250 | 9 330 | 9 680 |
| D Max. dumping height | 6 450 | 6 520 | 6 850 |
| D' Min. dumping height | 3 210 | 3 010 | 2 490 |
| E Min. swing radius | 3 530 | 3 520 | 3 490 |
| F Max. vertical wall digging depth | 5 420 | 5 620 | 6 030 |
| Excluding track shoe lug | | | |

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