

Fuso Units

8 July 2008

Those of you who remember the post "[How Big is Big](#)" will remember that we try to express size in units other than arbitrary measures such as meters or feet.

Today's example uses units of Fuso.

Yesterday we found something that was at least two Fuso units high. It made the Fuso look not so big.

Steph was suitably ecstatic.



Fuso Units

Today we found something that was even bigger.

It was at least two Fuso units high, more than two Fuso units wide and more than three Fuso units long.



In fact, we felt confident we could fit three, if not four, Fusos inside. But, and let me make this perfectly clear, I am not going to build any more Fusos for such a test. There will be no FuTwo.



We were both very pleased to find some things that put the Fuso in perspective. We believe we have now conclusively proven that the Fuso is not the widest thing on the road.

We are negotiating to have these trucks follow us around to reinforce that point.

Fuso Units

The sculpture is the Mano de Desierto (hand of the desert). It is a large-scale sculpture of a hand located in the Atacama Desert in northern Chile constructed by the Chilean sculptor Mario Irarrázabal. It was funded by a local booster organization called Corporación Pro Antofagasta. The sculpture was inaugurated on March 28, 1992. The sculpture is approximately 75 kilometers south of Antofagasta on the Panamerican Highway (Ruta 5) at S24.15846 W70.15648.

Sources: Wikipedia, Hackney South American GPS tracks

The huge thing on the trailer is the bed of a Liebherr T 282B mining dump truck. The bed is a Model T – 282A, series L-400-015-C from the Liebherr Mining Company of Chile. It weighs more than the Fuso and, if the trailer was loaded legally, less than 45,000 kilograms / 100,000 lbs.

The Liebherr T 282B is a large earth-hauling truck designed by Liebherr, a German manufacturer of heavy equipment and household appliances.

Designed in 2004, it became the largest earth-hauling truck in the world. The T 282B has an empty weight of 203 metric tons, and a maximum capacity of 365 metric tons. The maximum operating weight is 592 metric tons. It is 14.5 meters / 47.6 feet long and 7.4 meters / 24.3 feet tall over the canopy, with a wheelbase of 6.6 meters / 21.7 feet. The top level model is driven by a 10.5 metric ton, 90 liter / 5,492 cubic inch diesel engine, developed by Detroit Diesel and MTU (Germany), producing 3,650 horsepower (2,700 kW). This engine powers two Siemens electric traction motors in the rear axle. The truck is a diesel-electric hybrid. The top speed of the truck is 40 mph (65 km/h).

The truck costs about US\$ 3.5 million. CD-player and air conditioning systems are optional, which is unusual in the world of professional hauling. Liebherr expects to sell dozens of them every year, primarily to coal, copper, iron and gold mines in the USA, Chile, Indonesia, South Africa and Australia.

The trucks are hand-built in a 10 acre (4 ha) factory in Newport News, Virginia, USA, that can handle four 282s at a time.

The tires cost more than \$15,000 each, last about nine months and there is a worldwide shortage of them.



Photo: OpenStockPhotography

Note the man standing next to the right front wheel.

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Photo: Liebherr

Sources: Bed data plate, trailer data plate, Encyclopedia Britannica, Wikipedia, Liebherr, OpenStockPhotography.com,

Unless otherwise noted, all photos by Douglas Hackney



Photo by Jorge Valdes

Douglas and Stephanie Hackney are on a two to three year global overland expedition.
You can learn more about their travels at: <http://www.hackneys.com/travel/index.htm>