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CONSISTENTLY EFFICIENT 



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MAN trucks for the construction industry.

Tippers, set-down and roll-off systems,
concrete mixers and pumps.

Engineering the Future – since 1758.

MAN Truck & Bus



The principle of efficiency. Making more out of less.

Increasing performance and reducing costs – that's the effective, the efficient way to leave competitive pressure standing. MAN construction site vehicles do an excellent job in getting you there. They're dependable, rugged and hard-wearing, their payload is optimal, they perform more than well on the road, and with optimal traction they make sure you safely encounter any off-road situation.

Innovative technologies play a big part in the enhanced efficiency of MAN trucks. Torque common-rail engines give you more power for less fuel for instance. The MAN TipMatic® gear change reduces the pressure on the driver, eases the load on the drive train, and naturally saves diesel. For more traction when you need it you can engage the hydrostatic MAN HydroDrive® on the front axle. Its benefits in terms of consumption and payload underscore the attractive economies of this unique system compared to a classic all-wheel-driven vehicle. Intelligent assistants and safety systems add to the advantages: more transport safety, lower fuel consumption, less wear and tear.

Read on to find out all about transport efficiency powered by MAN. High productivity and low transport costs while achieving are natural with all vehicles of the MAN series TGL, TGM, TGS and TGX – from a lightweight tipper truck through an all-wheel tipper for heavy-duty use to swap-body vehicles and trucks for cement mixers and pumps. For every type of work in the construction industry we have what you're looking for: the right MAN for the job. That's efficiency, and with consistency.



The MAN tipper.



It's the versatility that does it.

Construction without a tipper? Impossible. Whether they've loaded bulk material, excavated material or asphalt or are carrying equipment, without the versatile carrier, literally nothing on the site would run. It can be deployed across the whole spectrum of operations, from on-road to the mud, sludge and rubble of the building site to off-road. The variety of tasks is reflected in the variety of trucks, from the specialist to the all-rounder that can transport the construction-site container just as well as it transports the earth mover.

Competence by MAN.

Alone the fact that at MAN, the tipper is a class of vehicle on its own tells you a lot about its standing. We put our outstanding know-how into solutions that fulfil the customers' requirements, solutions that open new perspectives. Our current range of tippers from 7.5 to 44 tonnes meets the needs of all the different international markets. High reliability and economy together with innovative technology and exemplary ease of operation are what characterise all MAN tippers. They're fitted ex works with Meiller tipper bodies, but they're also optimally prepared for tipper bodies from other manufacturers, and of course, also with works tipper bodies for loading cranes.



Compact and versatile: MAN TGL tipper.

In the lightweight class – 7.5 to 12 tonnes – but ready for some heavy work: the MAN TGL in the tipper and crane tipper versions can be employed for any number of jobs in main construction and sub-construction work. MAN also offers this truck ex works as a complete three-way tipper, ready for operation right away. With the powerful torque of its common-rail diesel engine, its reliable gearbox, designed for construction-site and distribution transport, and its stable yet lightweight frame, the TGL has everything a tipper needs.



High payloads, high flexibility: MAN TGM tipper.

Top class in the medium class, that's the MAN TGM in the segment from 12 to 18 tonnes. It carries a high payload, is flexible and stable, just made to be a tipper that can take it away. The 13-tonne and 18-tonne models with permanent or selectable all-wheel drive will convince you with their outstanding traction and off-road ability. The differential lock is electronically managed, while electronic transfer case management can be fitted as special equipment. Unique technology for a vehicle in this class, the air-sprung all-wheel drive rear axle is electronically controlled to maintain a constant ground clearance level, regardless of the load. Whoever has to shovel sand or gravel onto the bed will be very happy with air suspension that lowers the loading sill.



Crew cab for the MAN TGL and TGM.

The crew cab for the MAN TGL and TGM series is in a class of its own in terms of size. With its row of four seats in the rear plus the optional second co-driver's seat, it offers space for up to seven people (6+1).



The truck for all cases: MAN TGS/TGX tipper.

As a solo vehicle, as a tractor for trailer operation or as a semi-trailer tractor, the MAN TGS and TGX provide the answers in every case. With a high degree of reliability, the 18 to 44-tonners master just about every transport job you could think of in the construction industry. If rear-wheel drive is not enough, there are MAN variants with permanent or selectable all-wheel drive right up to 8x8. MAN is the first manufacturer of commercial vehicles to introduce selectable hydrostatic front-wheel drive: MAN HydroDrive® for more flexibility and traction for vehicles operated mainly on paved roads. MAN's long experience in this field, the great reliability of the HydroDrive® and the availability of a wide range of variants, from two-axle to four-axle vehicles with a leading axle, are unrivalled.

Technologies that make sense, such as EasyStart, give the driver some useful assistance. And speaking of the driver: the narrow driver's cabs for the TGS are ideal for construction sites, a particular advantage being that their low weight allows a high payload. Wide cabs designed for long-distance transport and giving one a feeling of generous spaciousness are available for the TGX range.





Construction-site rise with support rail on roof.

Perfect in every detail.

Just how much practical experience is packed into every MAN tipper can be seen by the many ingenious solutions for every task. Whether it's the convincing axle and suspension systems for all requirements, the powerful engines or the variety of drive formulae, at MAN you get the tipper you want, perfectly equipped from its robust steel bumper to its fold-back rear underride guard, the reference level for functionality and efficiency.



Steel bumper with centred towing eye and hinged front step.



Flexible step unit on truck with steel bumper and all-wheel drive or with medium-height body.



Control lever for the tipping hydraulic system.

Vehicle configuration

- Planetary hub or hypoid axles
- Parabolic, trapezoidal, air or construction air suspension with internal stabilisers
- High-torque engines up to 397 kW (540 hp), semitrailer tractors up to 500 kW (680 hp)
- Air intake directed upwards with or without pre-filter for the engine
- Permanent and selectable all-wheel drive, differential lock and transfer case management
- Weight-saving MAN HydroDrive® (TGS, TGX) for a range of deployments right up to the construction site
- MAN TipMatic® Offroad (TGM, TGS, TGX), TipMatic® for the TGL
- Robust three-part steel bumper with centred towing eye, also with preparations for snowplough attachment plate or shackle
- Robust radiator protection with seamless transition into steel bumper
- Solidly-secured frame attachments (battery boxes, tanks)
- Fold-back or rigid rear underride guard
- Exhaust pipe directed upwards or on the side
- Construction-site hinged step unit
- Construction-site rise with support rail on roof
- Equipment for snow clearing, standardised attachment plate
- Electronic braking system MAN BrakeMatic®
- Electronic driver assistance systems ABS, ASR, ESP, LGS and ACC, depending on the type of vehicle
- TGS can be retrofitted with 5th axle (10x4 and 10x8)

The MAN roll-off and set-down skip loader.



MAN is the solution.

MAN chassis with interchangeable systems – that which belongs together comes together. The range includes chassis from 7.5 to 44 tonnes for set-down and roll-off skip loaders, tippers, containers and silo erectors of every size and type. You can get them as two-, three- and four-axle versions with the load capacities, wheelbases and overhangs you require, with economical engines delivering high torques, and ergonomic driver's cabs for every purpose. The range of drive formulae runs from 4x2 to 8x8. One of these powerful types is the TGM 18-tonner, with its record-breaking payload. A unique idea, and one that will keep you moving, is the selectable hydrostatic front-wheel drive MAN HydroDrive® for TGS and TGX. Particularly when combined with steered leading or trailing axles, this brings unbeatable manoeuvrability, weight and traction.





Flexibility is trumps.

When all-round transport solutions with the highest degree of flexibility are required, then interchangeable systems are exactly what you need. They carry building rubble and excavated material just like scrap and rubbish. Minimised downtimes mean that roll-off and set-down skip loaders produce high transport performance. They are easy to load and unload, they make transfer handling superfluous, and in addition to all that, they can also be used for interim storage. Not the least important aspect is their ability to carry out widely-differing transport tasks, thanks to the compatibility of various containers. These are some of the positive points that enable roll-on and set-down skip loaders to render services that are quickly recognised as outstanding.



Vehicle configuration

- Three-axle version with trailing axle, leading axle or tandem axle unit
- Parabolic or air suspension, depending on the operating requirements
- Springs/dampers adjusted for the roll-off skip loader's high centre of gravity
- CDC roll stabilisation as special equipment
- Construction-site version in medium height with steel bumper and planetary axles
- Complete range of engines from 110 kW (150 hp) to 500 kW (680 hp)
- Sector-specific parameterisation of the intermediate speeds
- Gear ratio spread as required by type of operation and corresponding rear axle ratio
- Automatic lowering of air suspension on rear axle ex works
- The right power take-offs for all requirements
- MAN HydroDrive® for an expanded range of operations

The MAN truck mixer.



MAN knows what makes the world go around. When it comes to transporting concrete from the mixing plant to the construction site, speed and reliability are crucial: after all, the concrete has to be delivered just in time if the construction work is going to progress. If you're looking for a safe bet to put your money on, go with MAN. Whether it's an extremely light chassis with optimum payload that you want, a truck with high load reserves, or a heavy-duty vehicle with maximum transport capacity, we have the solution you're looking for.



Vehicle configuration

- Preparation ex works for straightforward, economical mounting of drum
- Springs and stabilisers adjusted for high centre of gravity
- Extremely resilient planetary drive axles with good ground clearance, alternatively hypoid axles
- High-torque engines with EDC control for stable engine speeds when mixing
- Preparation for switching engine on/off externally
- External selection of engine speed for various mixing tasks
- Engine-dependent power take-offs for mixer hydraulics, designed for high torque load
- Low frame top edge
- Diversion of compressed air for pressurising the mixer's water reservoir
- ESP as special equipment for 8x4 as solo vehicle version
- Raised exhaust system
- Lateral underride guard included in scope of delivery
- Sliding shackles for attaching the superstructure subframe
- Window in rear wall of driver's cab is special equipment and provides an angled rearward field of vision

Solutions for all requirements.

Truck mixer chassis from MAN combine innovative technology with high economy – a winning mixture wherever you are. The classic European vehicle has to be the 8x4 in the TGS series, a truck that fulfils the customers' most important requirements to a T. As a 32-tonner optimised in terms of weight, it provides the biggest payload advantages with limited load reserves. The 35-tonner is an all-rounder with a favourable empty weight and high load reserves, while the heavy-duty version, with a gross maximum vehicle weight of 44 tonnes, has the highest load-carrying capacity. Although all these vehicles are of normal height, they are nevertheless suitable for off-road operation. The 35 and 44-tonners are also available in medium-height design.

The TGS 4x4H semitrailer tractor with HydroDrive® for mixer trailers is a new concept for special requirements. The MAN range is rounded off by the three-axle version with 26 tonnes gross vehicle weight, which is available as 6x4 in the TGS range, and, for special markets, in the TGM range – for example, with right-hand-drive for the UK.

Raised exhaust system.



Window in rear wall of driver's cab.



Lateral underride guard.





Vehicle configuration

- Sturdy, powerful engines
- Start-stop facility on frame end or under front flap
- Engageable NMV power take-off from ZF for high performance, ex works
- Springs and stabilisers designed for body's high centre of gravity
- Modified brake system
- Equipped for the construction site with differential locks, planetary axles with traction tyres, steel bumper with towing eye
- Roof of driver's cab can be lowered or slit to enable straightforward mounting of pump
- Space for four outriggers
- 5th axle can be retrofitted (10x4 and 10x8)

The MAN concrete pump.

Reliable truck, fast service.

They have made building more rational and more economical, they have reduced the physical labour, they have rendered special feeder equipment superfluous, sometimes even cranes: concrete pumps are worth their weight in gold, even though the investment costs for the core pump and the distribution mast are high, but that is precisely the reason why the base has to be right. What is required here are absolutely reliable chassis that are prepared for the most economical fitting of bodies possible. Not least important is fast service – in other words, short downtimes.

Getting right up there with MAN.

There's still no place on a construction site that can't be reached by the concrete pumps on MAN's 6x4 and 8x4 chassis. The TGS four-axle version can take pumps with masts of up to 47 metres. To meet the special requirements set by even longer masts, the TGS can be retrofitted with a fifth axle. Components such as air tanks and exhaust systems are arranged so that the mounting of the concrete pump is straightforward. Ergonomic short-haul driver's cabs are available, also with roof modifications. The development effort that we at MAN put into these vehicles underscores our claim that we provide our customers with the optimal transport solutions. And that includes service: there are approx. 1 550 outlets all around Europe, ready to serve you.

The MAN driver's workplace.



Manoeuvring lights in the co-driver's entry.



Cleaning the cab is simple with compressed air.

Top workplace for top performance.

MAN driver's cabs always focus on the needs of the driver. Drivers who take their place here are not just extremely comfortable but can also immediately find their way around. All the controls are clearly arranged and easy to reach. The height and inclination of the steering wheel are variably adjustable and the steering wheel itself folds up to provide more space for getting into, out of or across the cab. The many useful details such as the washable interior door panelling, the easy-care fittings, the compressed-air connection that turns cleaning into such a simple job and the headlight washer unit (special equipment), which is even available in combination with a steel bumper, make it clear: nothing has been forgotten.

The mirror concept with main and wide-angle mirrors, big kerbside mirror and front mirror is designed for optimal vision and safety. It is thus now also possible to view the areas right in front of vehicle and the potentially dangerous area when turning off to the nearside. The rear window (with curtain) also contributes to the best visibility all round the vehicle.

Washable interior door panelling.



Cab	Vehicle range			
	TGL	TGM	TGS	TGX
C-cab	•	•		
Crew cab	•	•		
M-cab			•	
L-cab	•	•	•	
LX cab	•	•	•	
XL cab				•
XLX cab				•
XXL cab				•

The MAN drive train.



Retarder braking – sure and efficient.

In the innovative MAN PriTarder® the TGS comes with a highly efficient primary braking system that is absolutely unique. The combination of EVBec engine brake and water retarder means that enormous braking power of up to 600 kW is already produced at low driving speeds. The MAN PriTarder® really shows its benefits in distribution or traction: The fully maintenance-free system increases payload by up to 64 kg while doubling the service life of the service brake linings. The MAN PriTarder® is integrated into the electronic retarder management BrakeMatic® and easily operated by a steering column switch. In trucks with all-wheel drive or MAN HydroDrive® in particular the braking power of the MAN PriTarder® can be put to optimum use on unpaved roads or off-road, as in these vehicles it acts on all driven wheels.



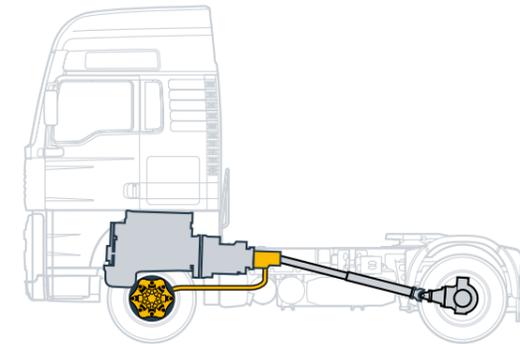
MAN PriTarder®.

All-wheel drive for everyone.

Wherever maximum traction is needed, that's where MAN vehicles with permanent or selectable all-wheel drive go into action. They're available as 4x4, 6x6, 8x6 and 8x8 versions. The power is distributed by two-speed MAN transfer cases with on-road and off-road ratios. Planetary axles with greater ground clearance, differential locks, drum brakes and stabilisers are also fitted in the all-wheel-drive vehicles. A new feature on the MAN TGM is the optional electronic transfer case and lock management. This helps the driver to operate the vehicle on- and off-road as the conditions in terms of traction require and takes some of the load off the power train. In the TGX and TGS too, the engaging and disengaging of differential locks is electronically monitored.

MAN HydroDrive® – more traction as required.

MAN, the inventor of HydroDrive®, has in the meantime expanded the range and now offers a unique variety of versions from two-axle to four-axle vehicles with leading or trailing axles. MAN HydroDrive® for more traction and safety when driving into or out of unpaved construction sites and dirt roads, on slopes and slippery roads. The selectable hydrostatic front-wheel drive gives you the driving power you need in all these situations, forwards and in reverse. When you're driving downhill and the HydroDrive® is engaged, the sustained-action brake also acts on the front axle, thus stabilising the vehicle. HydroDrive® can also be engaged while driving and under load by turning the rotary switch. As far as fuel consumption and wear and tear are concerned, it is comparable to a conventional rear-wheel drive and weighs only slightly more. The design height remains unchanged, which means: easy access, low overall height, low centre of gravity and thus optimal driving stability.



MAN HydroDrive®

MAN TipMatic® – now also with an off-road mode

It's really easy to change gears correctly with the automated MAN TipMatic®, because it can be operated in automatic mode as well manually, where gears are selected by means of the lever. There is a six-gear version for the four-cylinder engines and a 12-gear version for the six-cylinder engines. The MAN TipMatic® Offroad with an off-road mode, which permits comfortable gearshifts off-road too, is especially tailored for construction-site operation. Just set the selector switch to „Dx“ and you'll find that the gear shifts are noticeably faster, while the engine speed range in each gear is more fully utilised.



Rotary switch for MAN HydroDrive® Offroad.



Rotary switch for differential locks and transfer case.

The MAN chassis.

Axle and suspension systems.

Whether planetary or hypoid axle – both axle systems are available with various transmissions and parabolic or air suspension. The planetary axle is also available with trapezoidal suspension. Parabolic suspension makes driving the loaded or the empty vehicle very comfortable, and is beaten into second place only by air suspension.

Construction air suspension.

One of MAN's specialities is construction air suspension on the rear planetary axles – available for construction vehicles of medium height and all-wheel-drive height. With lifting and lowering equipment fitted as standard, it has a load-carrying capacity of up to 13 t per rear axle. This is ideal for the tough work on building sites (overload reserve) and on difficult terrain. Advantages: a smooth ride in any load condition thanks to the electronic leveling system ECAS, easier on the vehicle, the body, the load and the road. For use with road finishers there are internal stabilisers.

Steel bumper.

The three-part steel bumper with centred towing eye and hinged front step is not only robust but also integrates itself elegantly into the TGS/TGX design. A modified version of the bumper is available, prepared for fitting an attachment plate for a snowplough or shackle. Robust steel bumpers are also available for the TGL and TGM ranges as special equipment.

Vehicle heights.

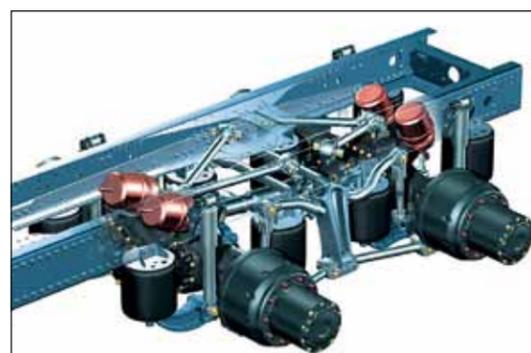
MAN delivers vehicles in normal, medium and all-wheel-drive heights, corresponding to increased requirements in terms of ground clearance and angle of approach.



Planetary axle.



Hypoid axle.



Construction air suspension.



Steering brake.

Take the sharpest bends. With the steering brake function activated, the rear wheels on the inside of the bend are braked, depending on how far the steering wheel is turned. This considerably decreases the turning circle. The steering brake, which is available for the 6x4 vehicles with tandem axles, is activated by pressing a button and functions at speeds of up to 30 km/h.

EasyStart.

Problems with starting on a slope are out. MAN EasyStart with MAN TipMatic® is in. The start assistant for slopes makes things easy for the driver. When the brake pedal is released, the brake pressure is maintained for one second so that the driver can change to the accelerator and the vehicle can move off without jolting, with low wear and without rolling back.

Hill-climbing brake.

The hill-climbing brake for MAN all-wheel vehicles acts pneumatically on all four wheels, holding the truck reliably when stopping and moving off and is controlled by the driver by means of a switch on hills. As opposed to systems that use spring reservoirs to brake the only rear axle, an MAN all-wheel truck equipped with the hill-climbing brake can't slip.

Tyres with various profiles ex works.

You receive your vehicle from the works fitted with tyres in the profile of your choice. You can also select your brand of tyre from various well-known manufacturers.

Modifications to cab and chassis.

Special axle configurations and modifications to the driver's cab can be individually retrofitted for specific customers or branches.



The MAN driver assistance systems.

Electronic stability program ESP.

ESP protects you from unpleasant surprises. ESP sensors constantly monitor the driving dynamics. Whenever there is a risk of skidding or overturning, individual wheels are braked and if necessary, engine torque is reduced. In this way ESP stabilises the vehicle and keeps it safely in the lane. The electronic stability program is available as special equipment for solo vehicles. MAN offers the electronic stability program for vehicles with leading or trailing axles, even for vehicles with four-axles and articulated road trains.

Lane guard system LGS.

The electronic lane guard system permanently monitors the lane ahead of the vehicle. If drivers stray from the lane without activating a flasher, they are warned by an acoustic signal. Depending on the direction in which the driver has strayed, the loudspeaker on the left- or right-hand side emits rumble-strip noise, which the driver intuitively understands correctly. LGS increases the driver's awareness of staying in the lane, thus preventing many a dangerous situation.

Adaptive cruise control ACC.

Automatic ranging determines the distance from and the differential speed of the vehicle ahead and ensures a safe distance by electronic intervention in the accelerator or brake pedal. ACC can be used at speeds of 25 km/h and above, and helps the driver to be more relaxed when operating the vehicle.

Active roll stabilisation CDC and high load roll stabilisation.

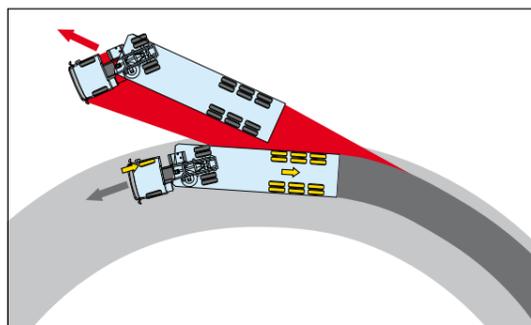
With active roll stabilisation, dampers are automatically regulated by means of CDC (Continuous Damping Control). This prevents the development of rolling or pitching movements, and thus makes driving safer. For vehicles with high centres of gravity, high-load roll stabilisation with an additional X control arm is ideal. This ensures that the side inclination is effectively reduced.

Brake system MAN BrakeMatic® with ABS and ASR.

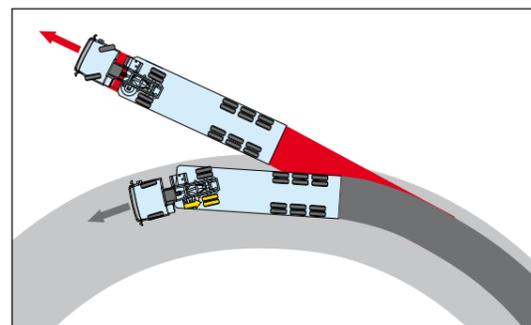
The most important distance is the braking distance. To guard against unpleasant surprises, the MAN BrakeMatic® with the electronic brake system including ABS and ASR ensures shorter braking distances. Coupling force control, which guarantees optimal matching of the trailer or semitrailer's brakes, leads to a perfectly harmonious train, shorter braking distances and equalisation of the brake pad wear of the entire train combination with extremely long pad service lives.

Xenon light for better vision.

The combination of Xenon light and free-form reflectors shines a whole new light on the road. The luminance of the long-lasting Xenon lamps results in a wide stretch of road being illuminated. Illumination in this area is bright and homogeneous without blinding the oncoming traffic.



Compensatory braking when tractor is oversteered.



Compensatory braking when tractor is understeered.

The MAN common-rail engines.

Dynamically economical.

The innovative MAN common-rail engines move more than just wheels. They are a motor of progress. The state-of-the-art 4-, 6- and 8-cylinder propulsion units develop more power and burn less fuel, have a compellingly low power/weight ratio and built-in durability. They offer outstanding torque and superb pulling power, right from end of the rpm range. If you want to move things in a big way and at the same time protect the environment, then MAN engines are exactly the drive you need.

Cleaner than Euro 5 requires.

MAN has developed innovative exhaust systems to meet statutory Euro 5 limits, and to offer engines that meet the even stricter EEV standard. MAN PURE DIESEL® is a system with cooled exhaust gas recirculation, oxidising catalytic converter or PM-KAT® and two-stage turbocharging with intercooling. This technology needs no AdBlue®, saves on weight and frees up additional space on the chassis. Nor does the SCR technology MAN AdBlue® mean any enlargement of exhaust silencer dimensions compared to Euro 3. The space available on the chassis and payload figures of the vehicles are better than competing solutions.

MAN AdBlue®
MAN PURE DIESEL®



Overview of the Euro-5 and EEV engines

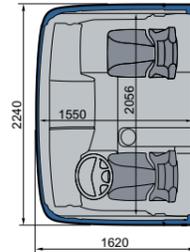
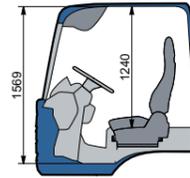
	MAN PURE DIESEL®		MAN AdBlue®	
	Euro 5	EEV	Euro 5	EEV
D0834				
110 kW (150 hp)	•	•		
132 kW (180 hp)	•	•		
162 kW (220 hp)	•	•		
D0836				
184 kW (250 hp)	•	•		
213 kW (290 hp)	•	•		
250 kW (340 hp)	•	•		
D2066				
235 kW (320 hp)			•	•
265 kW (360 hp)			•	•
294 kW (400 hp)			•	•
324 kW (440 hp)			•	•
D2676				
353 kW (480 hp)			•	•
397 kW (540 hp)			•	
D2868				
500 kW (680 hp)			**	***

* with 2700 Nm for heavy-duty tractor units

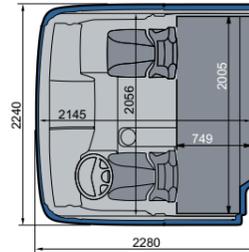
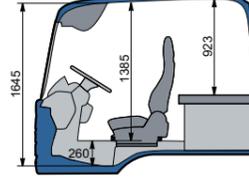
** with 3000 Nm for semitrailer tractors for long-haul transport

MAN driver's cabs.

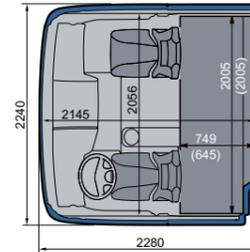
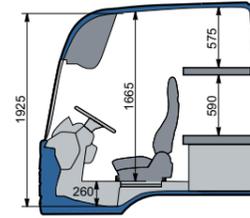
C-cab



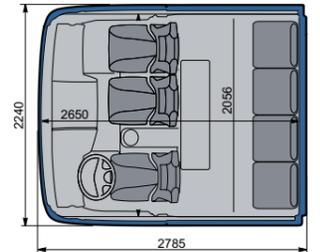
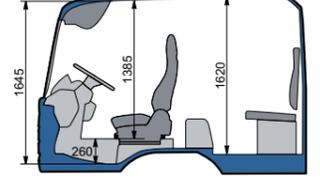
L-cab



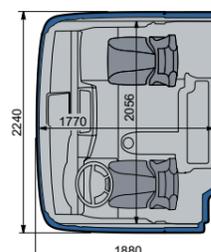
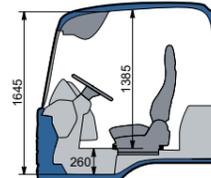
LX cab



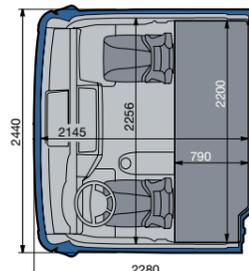
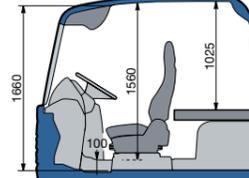
Crew cab



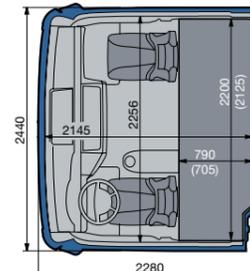
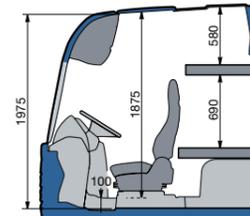
M-cab



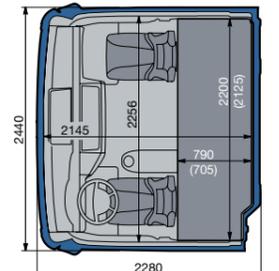
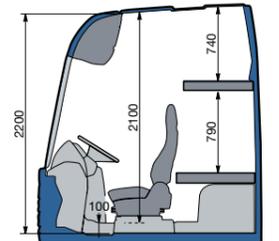
XL cab



XLX cab



XXL cab



The MAN range of construction-site vehicles.

Tipper chassis

Type	Wheelbase			
TGL	8.xxx	4x2	BB, BL	3050
TGL	10.xxx	4x2	BB, BL	3050
TGL	12.xxx	4x2	BB, BL	3050
TGM	13.xxx	4x4	BL	3050/3250
TGM	15.xxx	4x2	BL	3575
TGM	18.xxx	4x2	BB, BL	3575/3875
TGM	18.xxx	4x4	BB	3600/3900
TGM	26.xxx	6x4	BB	3875/4125
TGS	18.xxx	4x4H	BL	3600/3900
TGS	18.xxx	4x2	BB, BL	3600/3900
TGS	18.xxx	4x4	BB	3600/3900
TGS	18.xxx	4x4	BL	3600/3900/4500
TGS	26.xxx	6x6H	BL	3200/3600
TGS	26.xxx	6x4	BB, BL	3200/3600/3900
TGS	26.xxx	6x6	BB	3600/3900
TGS	26.xxx	6x6	BL	3600
TGS	28.xxx	6x4	BL	3600
TGS	33.xxx	6x4	BB, BL	3200/3600/3900
TGS	33.xxx	6x6	BB	3600/3900
TGS	33.xxx	6x6	BL	3600
TGS	35.xxx	8x6H	BL	2505/2980/3205
TGS	35.xxx	8x4	BB, BL	2505/2980/3205
TGS	35.xxx	8x6	BB	2980
TGS	35.xxx	8x8	BB	2980
TGS	37.xxx	8x4	BB	2505/2980/3205
TGS	41.xxx	8x4	BB	2505/2980/3205
TGS	41.xxx	8x6	BB	2980/3200
TGS	41.xxx	8x8	BB	2980/3200/3600

Chassis for three-way tipper body, ex works

Type	Wheelbase			
TGL	8.xxx	4x2	BB, BL	3050
TGL	10.xxx	4x2	BB, BL	3050
TGL	12.xxx	4x2	BB, BL	3050
TGM	13.xxx	4x4	BL	3250
TGM	15.xxx	4x2	BL	3575
TGM	18.xxx	4x2	BB, BL	3575/3875
TGM	18.xxx	4x4	BB	3600/3900
TGS	18.xxx	4x4H	BL	3600/3900
TGS	18.xxx	4x2	BB	3600/3900
TGS	18.xxx	4x4	BB, BL	3600/3900
TGS	26.xxx	6x6H	BL	3200/3600
TGS	26.xxx	6x4	BB, BL	3200/3600
TGS	26.xxx	6x6	BB, BL	3600
TGS	35.xxx	8x4	BB	2505/2980
TGS	35.xxx	8x6	BB	2980
TGS	35.xxx	8x8	BB	2980

Truck chassis for crew cab

Type	Wheelbase			
TGL	8.xxx	4X2	BB, BL	3300/3600/3900/ 4200/4500/4850/ 5200
TGL	10.xxx	4X2	BB	3600/3900/4200/ 4500/4850/5200
TGL	10.xxx	4X2	BL	3600/3900/4200/ 4500/4850/5200/ 5550
TGL	12.xxx	4X2	BB	3600/3900/4200/ 4500/4850/5200
TGL	12.xxx	4X2	BL	3600/3900/4200/ 4500/4850/5200/ 5550
TGM	12.xxx	4X2	BL	3525/3825/4125/ 4425/4775/5125/ 5475
TGM	13.xxx	4X4	BB	3600/3900/4200
TGM	13.xxx	4X4	BL	3650/3950/4250
TGM	15.xxx	4X2	BL	3525/3825/4125/ 4425/4775/5125/ 5475
TGM	18.xxx	4X2	BB, BL	3875/4125/4425/ 4725/5075/5425/ 5775/6175
TGM	18.xxx	4X4	BB	3600/3900/4200/ 4500

Roll-off skip loader chassis

Type	Wheelbase			
TGL	8.xxx	4x2	BB, BL	3300/3600
TGL	10.xxx	4x2	BB, BL	3300/3600
TGL	12.xxx	4x2	BB, BL	3300/3600/3900
TGM	18.xxx	4x2	BB, BL	4725/5075
TGS	18.xxx	4x2	BB, BL	4500
TGS	26.xxx	6x2-2	BL ¹⁾	4200/4500/ 4800/5100
TGS	28.xxx	6x2-4	BL ²⁾	4200/4500/ 4800/5100
TGS	28.xxx	6x2-2	BL ²⁾	4200/4500/ 4800/5100
TGS	26.xxx	6x4	BB	3900/4200/ 4500/4800
TGS	26.xxx	6x4	BL	3900/4200/ 4500/4800/5100
TGS	35.xxx	8x4-4	BB, BL	3600/3900
TGX	18.xxx	4x2	BL	4500
TGX	26.xxx	6x2-2	BL ¹⁾	4200/4500/ 4800/5100
TGX	28.xxx	6x2-2	BL ³⁾	4200/4500/ 4800/5100
TGX	35.xxx	8x4-4	BL	3600/3900

1) Also available with steered trailing axle.

2) With steered trailing axle 9 t.

3) With twin-wheel trailing axle 9 t.

Chassis for TM type vehicle (truck mixer)

Type	Wheelbase			Recommended drum size (cbm)	
TGM	26.xxx	6x4	BB	3875	6, 7
TGS	26.xxx	6x4	BB	3200	6, 7
TGS	32.xxx	8x4	BB	2505/3205	8, 9
TGS	35.xxx	8x4	BB	2505/3205	9
TGS	41.xxx	8x4	BB	2505/3205	9, 10 (12)

Set-down skip loader chassis

Type	Wheelbase			
TGL	8.xxx	4x2	BB, BL	3050/3300
TGL	10.xxx	4x2	BB, BL	3050/3300/3600
TGL	12.xxx	4x2	BB, BL	3050/3300/3600
TGM	18.xxx	4x2	BB, BL	3575/3875
TGS	18.xxx	4x2	BB, BL	3600/3900
TGS	26.xxx	6x2/4	BL	2600/3150/3750
TGS	26.xxx	6x4	BB	3200/3600/3900
TGS	26.xxx	6x4	BL	3200/3600/3900
TGX	18.xxx	4x2	BL	3900/4200
TGX	26.xxx	6x4	BL	3900

Concrete pump chassis

Type	Wheelbase			Length of mast from to	
TGM	18.xxx	4x2	BB	-	17 m
TGS	18.xxx	4x2	BB	17 m	20 m
TGS	26.xxx	6x4	BB	31 m	36 m
TGS	37.xxx	8x4	BB	36 m	47 m
TGS	41.xxx	8x4	BB	36 m	47 m
TGS	41.xxx	10x4-6	BB	47 m	52 m

on the basis of the 8x4 with retrofitted trailing axle