



## **A strong team: New MAN front axle for heavy-duty loading cranes**

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**The new MAN Truck Generation with adapted chassis is serving growing international markets for heavy duty loading cranes. Designed for high loads on the front axle, the new 10 ton axle is a key feature.**

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- **Increasing demand for industry-specific chassis designs for heavy duty loading cranes**
- **Front axle with 10 ton load capacity for selected three and four-axle chassis designs on the MAN TGS and TGX**
- **Industry-specific features from MAN ex works, including reinforced frames and front plate for crane support**
- **Factory preparation of the chassis simplifies crane installation by the body manufacturer**
- **Suitable for use in many areas such as winter services, construction and mining**

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Demand for trucks with heavy duty, high performance loading cranes and other body features is growing constantly. Cranes mounted on a truck chassis are increasingly performing the tasks for which a large mobile crane would previously have been used. A truck is more compact, can be moved from one working site to the next more flexibly and more quickly and can be set up and dismantled more speedily. MAN supplies three and four axle versions of its TGS and TGX series trucks with industry-specific equipment. A non-driven front axle with ten ton axle load instead of the previous nine tons is now available. This will increase the load capacity for the crane body and extend the working area of large loading cranes over the cab. The ranges and lifting capacities of loading cranes that fold up behind the cab are increasing.

A crane like that shown comes with a 10 ton lifting capacity these days. Unfolded and fully extended, the crane fitted here can reach a height of around 29 metres. It can then be loaded with up to 650 kilograms, the equivalent of 13 sacks of cement. To put things in context, a comparable loading crane

MAN Truck & Bus is one of Europe's leading commercial vehicle manufacturers and transport solution providers, with an annual revenue of some 11 billion euros (2019). The company's product portfolio includes vans, trucks, buses/coaches and diesel and gas engines along with services related to passenger and cargo transport. MAN Truck & Bus is a company of TRATON SE and employs more than 37,000 people worldwide.



mounted on a MAN TGX with the standard 9-ton front axle would have a lifting height of 25 metres – reaching only the 9th floor of a high-rise building rather than the 10th. This crane could lift 8 ½ sacks of cement, around 420 kg, up to that height. But its maximum lifting capacity of around 6.2 tons is considerably lower.

### **Examples of construction and municipal use**

If the beams for the roof structure have to be delivered and installed on a construction site, for example, heavy duty loading cranes are used. A narrow access route and restricted spaces for setting up inhibit optimum positioning of the vehicle. Particularly if working over the cab is necessary as a result, the usable load capacity and range of the crane are limited. A 10-ton front axle allows the use of heavier loading cranes with larger loads. When installing the roof structure, the crane can lift heavier loads at the front or reach further.

A high front axle load capacity also plays an important role in other sectors. On snow clearing vehicles, a heavy plough or snow blower is fitted on the front mounting plate. A four axle MAN TGS with a tipping trough for filling with spoil or mineral resources in an open cast mine also benefits from a higher axle load. Some countries, for example the Netherlands, calculate the permitted gross weight from the total of the axle loads. Thus, a four-axle tipper with two 10 ton front axles has two tons more payload, a major benefit for the contractor when it comes to the transport amount.

### **Industry-specific chassis designs on the MAN TGS and TGX**

The new leaf-sprung higher load capacity 10-ton front axle with a straight or offset construction is available on 6x4 and 8x4 chassis designs in the MAN TGS and MAN TGX series with all cab versions. The range of options includes normal and medium height chassis designs.

MAN optimises the chassis for these applications. Depending on customer preferences and technical requirements from the crane manufacturer, a 9.5 millimetre thick frame and additional inserts of metal plates in the frame can contribute to an increase in rigidity and load capacity.

Fitting the side supports for safe crane operation takes up space on the frame. The exhaust system, fuel and AdBlue tanks, compressed air tank and battery box can be relocated in the factory if required. To fit an additional front support, MAN offers a front plate combined with the steel bumper. The



body manufacturer fits a hydraulic supporting cylinder extending directly downwards to this. MAN Individual carries out these preparatory modifications and adaptations on a customised basis. The advantage of this is that the customer has a single contact at MAN for the industry-specific preparation of the vehicle and receives certified work from MAN with a full warranty.

<p><b>MAN TGX 10 t und 9 t Vorderachse</b>  Ladekräne im Vergleich</p> <table border="1"> <tr> <td>Max. Hubkraft</td> <td>10 Tonnen</td> <td>6,2 Tonnen</td> </tr> <tr> <td>Max. Hubhöhe</td> <td>29,2 Meter</td> <td>24,8 Meter</td> </tr> <tr> <td>Max. Gewicht bei max. Hubhöhe</td> <td>650 kg</td> <td>420 kg</td> </tr> </table>	Max. Hubkraft	10 Tonnen	6,2 Tonnen	Max. Hubhöhe	29,2 Meter	24,8 Meter	Max. Gewicht bei max. Hubhöhe	650 kg	420 kg	<p>Info graphic comparing maximum lifting capacity and reach of two crane models mounted on a MAN TGX with 10-ton front axle (in red) and 9-ton front axle (in grey). (Data source: Palfinger crane PK 28.002 TEC 5 E with FlyJib PJ 075 B (for 10 t front axle) and PK 18502-SHD with FlyJib PJ 040A (for 9-t front axle); both with 88% axle utilisation)</p>
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	<p>The new 10 ton front axle from MAN increases the load capacity and range of loading cranes when working at the front over the cab. A crane like this can lift 10 tons, which equates to an extra 650 kilograms at its maximum lifting height of 29.2 metres.</p>									
	<p>The international market for high performance loading cranes is continuously growing. MAN offers industry-specific prepared chassis designs with its new TGS and TGX series. These include a front axle with a 10 ton load capacity.</p>									



The MAN TGX 33.510 6x4 with GM cab has been fitted with a heavy duty loading crane with four supports by the body manufacturer; on the front of the crane and at the rear directly on the frame behind the rear axles.



Large loading cranes with a long reach lift heavy loads. MAN offers chassis designs with industry-specific features such as the MAN TGX 33.510 6x4 with 10-ton front axle.



In driving position, the heavy duty loading crane on the MAN TGX 33.510 6x4 is inconspicuous. The lifting accessories and crane attachments can be transported within easy reach in the loading area.