



TGS-MIL 4x4

MILITARISED TRUCK EXCELLENCE

Rheinmetall MAN Military Vehicles presents its militarised version of the latest Trucknology Generation, “TG-Mil” for short. The heavy range sets standards in safety, ergonomics and reliability. Despite the multitude of new functions, the new TG-Mil remains true to the characteristic qualities of its predecessors and stands for uncompromised militarized truck excellence.

MILITARY FEATURES

- Engine qualified for low grade/high sulphur fuels (F34)
- Climatic operational range from -32°C up to $+49^{\circ}\text{C}$
- 750 mm fording without preparation according to STANAG
- Fully integrated blackout lighting (visible & IR) according to STANAG and mission mode
- NATO shackles (front and rear), inter-vehicle slave start, trailer sockets and trailer couplings
- Protective grille for headlights and taillights
- A broad selection of roof hatches with customized weapon mounts
- Center seat and standing/gunner platform
- Self recovery winch
- Military paint finish according to STANAG

ADDITIONAL HIGHLIGHTS

- The D26 engine: a real power house for any use-case
- Cabin body structure reinforced in order to comply with safety requirements of ECE R29-3
- Excellent load handling on- and off-road through the low torsion ladder frame
- Cabin with driver oriented dashboard, significantly increasing driver ergonomics and safety
- State-of-the-art ADAS features according to GSR II
- High degree of parts commonality with our HX series for maximum service quality
- Benefit from our through life support utilising existing OEM networks wherever possible

DRIVE TRAIN

Engine

- MAN D2676 Diesel engine
 - 6 cylinders in-line, 12.4 l displacement
 - Up to 382 kW (520 hp)
 - Up to 2650 Nm
- Euro II, V and VIe emission standard
- Compatible with both diesel & military fuels (F-34)
 - (Euro VIe with retrofit kit)

Transmission

- 12-speed automated manual transmission
- 6-speed fully automatic transmission with torque converter

Transfer case

- 2-speed transfer case with optional neutral position
- All-wheel drive – permanent or selectable

RUNNING GEAR

Brakes

- Electronic brake system (EBS) with hill-climbing brake and ABS for off-road applications

Axles

- 9 t front- and 13 t rear axles
- Single tyre design
- MAN planetary hub reduction axles with large ground clearance and differential locks

Tyres ¹⁾

- Up to 14.00 R20 single tyres
- Options include 395/85 R20 and 525/65 R20.5
- Central Tyre Inflation System (CTIS)
- Semi-Automatic Tyre Inflation System (STIS)

Suspension

- Leaf springs
- Shock absorbers and anti-roll bars

CABIN

- Day cab – 2 or 3 seats
- Sleeper Cab – 2 or 3 seats (optionally with second row seats/1 bed)
- High roof sleeper cabin – 2 seats (optionally with second row seats/2 beds)

CHASSIS

Dimensions ¹⁾

Height	approx. 3,550 mm
Wheelbase ²⁾	3,900 or 4,500 mm
Overall width	2,550 mm
Transportability	Designed for rail, road, sea

Weights ¹⁾

Gross vehicle weight	up to 20,000 kg
Chassis carrying capacity	up to 10,200 kg

Performance ¹⁾

Approach angle	up to 32°
Departure angle ³⁾	up to 40°
Gradeability at GVW	up to 60%
Fording	up to 0.75 m
Temperature range	–32°C to +49°C operatable in climate zones A1, A2, A3, B3, C0, C1 (STANAG 2985)

Body examples

Cargo, Crane, Container carrier, Fire fighter, System carrier,

Tanker, Tipper, Troop carrier

¹⁾ Depending on chassis configuration and equipment

²⁾ Other wheelbase options on request front axle spread + wheelbase + rear axle spread

³⁾ Depends on rear overhang and rear underride

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