



TGS-MIL 8x8

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.

SELECTED HIGHLIGHTS

Crew Survivability & Tactical Superiority

- Fully integrated blackout lighting (visible & IR) according to STANAG and mission mode
- Protective grille for headlights and taillights
- A broad selection of roof hatches with customized weapon mounts
- Military paint finish according to STANAG
- Center seat and standing/gunner platform

Unmatched Mobility & Performance in Extreme Conditions

- 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
- NATO shackles (front and rear), inter-vehicle slave start, trailer sockets and trailer couplings

Maximum Operational Reliability & Mission Effectiveness

- Self-recovery winch
- 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

Long-Term Availability & Reduced Lifecycle Costs

- 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
- Upgradeability with add-ons, PDS tasks & safety updates by System House Rheinmetall

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 or 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) or 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⁾	1,800 + 3,600 or 3,900 + 1,400 mm
Overall width	2,550 mm
Transportability	Designed for rail, road, sea

Weights ¹⁾

Gross vehicle weight	up to 41,000 kg
Chassis carrying capacity	up to 28,500 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, Load handling system carrier, Recovery, 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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