

VOLVO

G 88 4x2

MAXIMUM GROSS VEHICLE WEIGHT
~~15.1~~ 15,000 kg (15 tons)
MAXIMUM GROSS COMBINATION WEIGHT
~~52.0~~ 32,000 kg (32 tons)



THE COMPANY RESERVES THE RIGHTS
TO ALTER THE SPECIFICATIONS

STANDARD EQUIPMENT

AXLE, FRONT

~~5.1~~ 6,500 kg (14,330 lb.) capacity drop forged special steel.

AXLE, REAR

~~10.0~~ 13,000 kg (28,660 lb.) capacity Volvo axle. Double reduction 4.9, 5.4:1 ratios. Diff. lock.

BRAKES, PARKING

Air operated spring brake operating directly on driving wheels.

BRAKES, SERVICE

Air operated with 3 separate circuits for the driving wheels, front wheels and trailer wheels. Separate hand control for trailer wheels.

Air compressor: 280 litres/min @ 7 kg/cm²
(10 cu. ft./min @ 100 lb./sq. in.)

Tank capacity: 110 litres (3.7 cu. ft.)

Working pressure: 7-8 kg/cm² (100-114 lb./sq. in.)

Brake lining area: 4685 cm² (727 sq. in.).

Foot switch operated exhaust brake.

CAB

All steel tilt cab, insulated with sleeper bunk (long cab), two piece laminated wind screen, two Bostrom sprung, adjustable seats. Thermostat-controlled heater/demister, opening quarter vents and roof vent. Variable speed wipers and washers.

Instruments: speedometer, odometer, tachometer, fuel, oil pressure, temperature and air pressure gauges.

Warning lamps for: beam, charge rate, indicators, oil pressure, temperature, air pressure, diff. lock, park brake, P.T.O. engagement.

Choice of four colours or primer.

Impact tested with non-burst doors.

Rear cab suspension is by rubber springs and hydraulic shock absorbers

CLUTCH

420 mm (16.5") single dry plate with torsion damping springs. Hydraulic control with air servo.

Lining area: 2010 cm² (312 sq. in.)

ELECTRICAL SYSTEM

12/24 Volt with alternator.

Four 107 amp/hr 6V batteries, total 214 AH.

4.5 kW (6hp) starter motor.

ENGINE

TD 100 A 6 cyl. turbo charged diesel 121 x 140 mm (4.75" x 5.51") bore x stroke 9.6 litre (586 cu. in.) capacity, 4 stroke.

Power: 190 kW (260 bhp) (DIN) @ 2,200 rpm.

Torque: 940 Nm (716 lb. ft.) (DIN) @ 1,300 rpm.

15:1 compression ratio. RAC rating: 53 hp.

Six individual, interchangeable heads.

Donaldson Cyclopac air cleaner and stackpipe.

FRAME

Pressed steel channel, 864 mm (34") wide, 241 x 86 mm (9.5" x 3.4") section.

9.5 mm (0.37") material thickness.

FUEL SYSTEM

Dual 320 litre (70 gall.) tanks. Mechanical fuel pump.

STEERING

Recirculating ball and nut type, with built-in servo unit.

Approx. 3.7 turns lock to lock.

Steering wheel diameter: 500 mm (20").

SUSPENSION, FRONT

Semi-elliptical leaf springs, 1,400 mm x 102 mm (54" x 4").

Double acting hydraulic shock absorbers and Aeon rubber springs.

SUSPENSION, REAR

Volvo 4 point chassis mounted combination main/helper semi-elliptic leaf springs with Aeon rubber springs.

TRANSMISSION

Volvo SR 61 fully synchromesh gearbox. Basic 8 speed range change unit with splitter section giving 16 forward speeds. High-low range change by toggle switch on gear lever. Splitter section controlled by switch on console.

Gear ratios:

1st	11.22/9.46:1
2nd	7.84/6.61:1
3rd	5.50/4.64:1
4th	3.93/3.31:1
5th	2.86/2.41:1
6th	2.00/1.68:1
7th	1.40/1.18:1
8th	1.00/0.84:1
Reverse	10.29/8.67:1

WHEELS AND TYRES

(11) American spoke, cast wheels: 7.5" x 20"

(11) Conventional tyres: 10.00" x 20" 12 ply.

OPTIONAL EQUIPMENT

Hydraulic cab tilt.
R61 gearbox (8 speed synchromesh)
Short cab (no sleeper bunk)
14" twin dry plate clutch
Aluminium fuel tanks

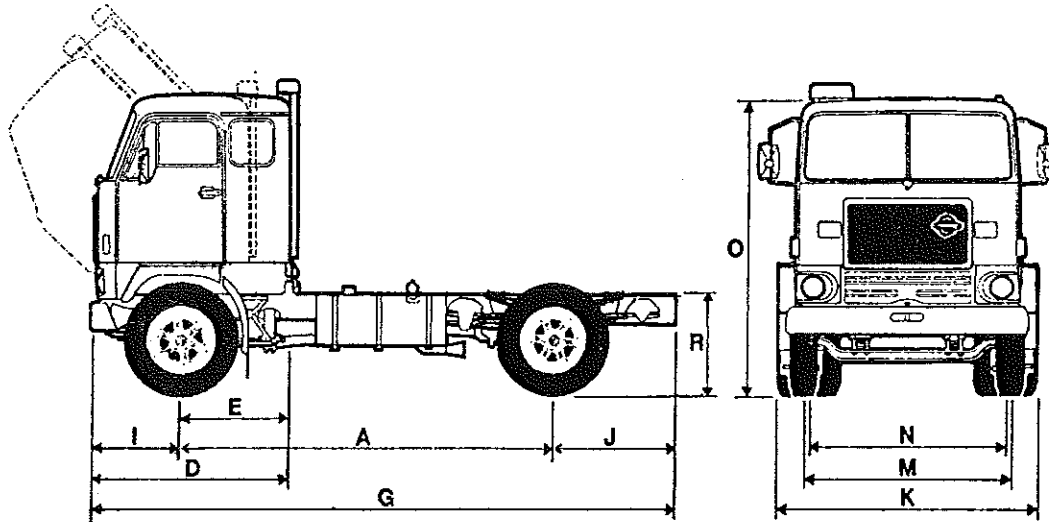
Power take-off, rear (high speed)
Speed, R 61 — 0.93 x engine speed
Speed, SR 61 — 0.88/1.05 x engine speed
Torque — 250 Nm (25 kgf m = 180 lbf.)
(Max. 15 min. 350 Nm (35 kgf m = 250 lbf.)
Direction of rotation — Same as that of the engine

Power take-off, rear
Speed, R 61 — 0.59 x engine speed
Speed, SR 61 — 0.56/0.66 x engine speed
Torque — 590 Nm (60 kgf m = 434 lbf.)
(Max. 15 min. 980 Nm (100 kgf m = 720 lbf.)
Direction of rotation — Opposite

Power take-off, side
Speed, R 61 — 0.77 x engine speed
Speed, SR 61 — 0.73/0.87 x engine speed
Torque — 350 Nm (35 kgf m = 250 lbf.)
Direction of rotation — Same as that of the engine

The power take-off units are compressed-air operated from the cab.
Covers for power take-off on right-hand side and rear end.

DIMENSIONS AND WEIGHTS



Length measurements, mm (in.)	G 88-35		Length measurements, mm (in.)	G 88-35	
A Wheelbase	3,500	(138)	I Front overhang	855	(33.5)
D Front bumper — rear edge of cab, rest cab	1,915	(75)	J Rear overhang, rest cab	1,102	(43.5)
short cab	1,515	(59.5)	short cab	1,802	(71)
E Centre of front axle — rear edge of cab, rest cab	1,060	(41.5)	Platform length, rest cab, approx.	3,220	(126)
short cab	660	(26)	short cab, approx.	4,020	(158)
G Overall chassis length, rest cab	5,457	(215)	Turning circle diameter*	13,200	(43 ft)
short cab	6,157	(242)			

* Applies for stated running equipment

The platform length concerns a fixed platform on a standard chassis at the stated chassis weight.
Calculated with 150 mm (6") between the cab and the inner edge of the headboard. Other equipment can result in different values.

Width measurements, mm (in.)	Wheels Tyres	Spoke wheels	
		7.5-20" 10.00-20"	8.0-20" 11.00-20"
Overall width front		2,417 (95)	2,417 (95)
K Overall width rear		2,464 (96.3)	2,480 (97.6)
M Truck, front		2,032 (80)	2,031 (80)
N Truck, rear		1,839 (72.4)	1,848 (72.8)

Height measurements, mm (in.)	Tyres	10.00-20"	11.00-20"
O Cab roof — ground (unladen)		2,915 (115)	2,930 (115)
H Frame — ground (loaded)		930 (36.6)	945 (37.2)

(The H measurement applies above the driving axle)

Weights, kg (lb.)	G 88-35		Weights, kg (lb.)	G 88-35	
Chassis weight, front axle	3,620	(7,980)	Max. rear axle pressure	13,000	(28,700)
Chassis weight, rear axle	2,070	(4,563)	GVW	15,000	(33,000)
Chassis weight, total	5,690	(12,544)	Payload including superstructure approx. ...	9,310	(13,360)
Max. front axle pressure	6,500	(14,350)			

Max. axle pressure and GVW apply on condition that they are approved by the transport authorities concerned.

Chassis weights include 110 100 A engine, six spoke wheels 7.5" x 20" with 10.00-20" tyres, double reduction 320 litre fuel tanks (70 imp. galls.) as well as water, oil, fuel but not spare wheel and spare wheel holder

Weight modifications, kg (lb.)	Front	Rear	Total
Spare wheel holder	—	—	+ 15 (35)
Spare wheel with tyre 10.00-20"	—	—	+ 120 (265)
Rear pto	+ 10 (25)	—	+ 10 (25)
Side pto	+ 10 (25)	+ 5 (10)	+ 15 (35)
Hollow rubber springs (OMG)	—	+ 30 (70)	+ 30 (70)
Rear springs (FMC)	—	-100 (220)	-100 (220)
Short cab	-70 (155)	—	- 70 (155)

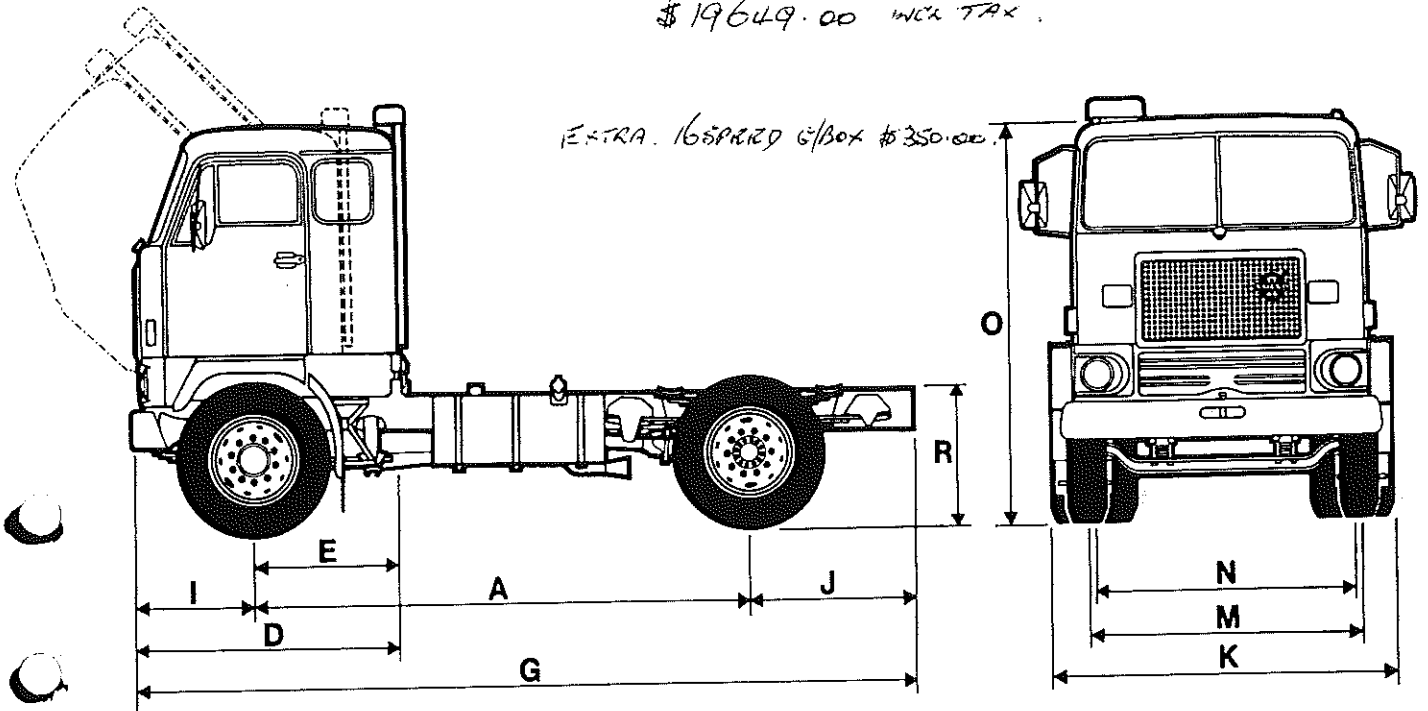


VOLVO G 88 4x2

Plated GVW 19,500 kg (43,000 lb.)

\$ 19,649.00 INCL TAX.

EXTRA. 16 SPEED G/BOX \$ 350.00



Weights and measurements

Length measurements, mm (in.)	G 88-35	G 88-56			
A Wheelbase	3,500 (138)	5,600 (221)	I Front overhang	855 (33.5)	855 (33.5)
D Front bumper — rear edge of cab, rest cab	1,915 (75)	1,915 (75)	J Rear overhang, rest cab	1,102 (43.5)	2,802 (110.5)
	1,515 (59.5)	1,515 (59.5)		1,802 (71)	2,802 (110.5)
E Centre of front axle — rear edge of cab, rest cab	1,060 (41.5)	1,060 (41.5)			
	660 (26)	660 (26)	Platform length, rest cab, approx.	3,220 (126)	6,540 (257)
G Overall chassis length, rest cab	5,457 (215)	9,257 (364)	Platform length, short cab, approx.	4,020 (158)	7,340 (288)
	6,157 (242)	9,257 (364)	Turning circle diameter*	13,200 (43 ft.)	20,000 (66 ft.)

* Applies for stated running equipment

The platform length concerns a fixed platform on a standard chassis at the stated chassis weight. Calculated with 150 mm (6") between the cab and the inner edge of the headboard and at GVW of 19,500 kg (43,000 lb.). Other equipment can result in different values.

Width measurements, mm (in.)	Wheels Tyres		Disc wheels		Spoke wheels	
	8.0-20"	11.00-20"	8.0-20"	8.5-20"	8.0-20"	8.5-20"
			12.00-20"	12.00-20"	11.00-20"	12.00-20"
K Overall width front	2,483 (97.8)	2,483 (97.8)	2,483 (97.8)	2,496 (98.3)	2,417 (95)	2,417 (95)
M Overall width rear	2,476 (97.5)	2,491 (98)	2,496 (98.3)	2,032 (80)	2,480 (97.6)	2,498 (97.6)
N Track, front	2,022 (79.6)	2,021 (79.6)	2,021 (79.5)	1,839 (72.4)	2,031 (80)	2,022 (79.6)
O Track, rear	1,840 (72.4)	1,840 (72.4)	1,840 (72.4)		1,848 (72.8)	1,840 (72.4)

Height measurements, mm (in.)	Tyres	11.00-20"	12.00-20"
O Cab roof — ground (unladen)		2,915 (115)	2,930 (115)
R Frame — ground (loaded)		930 (36.6)	945 (37.2)

(The R-measurement applies above the driving axle)

Weights, kg (lb.)	G 88-35	G 88-56			
Chassis weight, front axle	3,870 (8,530)	3,910 (8,620)	Max. rear axle pressure	13,000 (28,700)	13,000 (28,700)
Chassis weight, rear axle	2,190 (4,830)	2,445 (5,380)	GVW	19,500 (43,000)	19,500 (43,000)
Chassis weight, total	6,060 (13,360)	6,350 (14,000)	Payload including superstructure approx.	13,400 (29,600)	13,200 (29,000)
Max. front axle pressure	6,500 (14,350)	6,500 (14,350)			

Max. axle pressure and GVW apply on condition that they are approved by the transport authorities concerned.

Chassis weights include: TD 100 A engine, six steel disc wheels 8.0 x 20" with 11.00-20" tyres, double reduction (or hub reduction), 300 litre fuel tank (66 Imp. galls. = 79 US galls.) as well as water, oil, fuel and tools but not spare wheel and spare wheel holder.

Weight modifications, kg (lb.)	Front	Rear	Total
D 100 B engine	-35 (80)	-	- 35 (80)
Spare wheel holder	-	-	+ 120 (265)
Spare wheel with tyre 11.00-20"	-	-	+ 70 (155)
Driver	+ 70 (155)	-	+ 70 (155)
Rear pto.	+ 10 (25)	-	+ 10 (25)
Side pto.	+ 10 (25)	+ 5 (10)	+ 15 (35)
Hollow rubber springs (DMG)	-	+ 30 (70)	+ 30 (70)
Rear springs (EMG)	-	-100 (220)	-100 (220)
Short cab	-70 (155)	-	- 70 (155)
SR 61	+ 45 (99)	+ 15 (33)	+ 60 (132)

VOLVO G 88 4x2

Plated GVW 19,500 kg (43,00 lb.)

Data

D 100 B engine

Output at
2200 r.p.m. (DIN) b.h.p. 200
(SAE) b.h.p. 208

Torque at
1200 r.p.m. (DIN) kpm 71 (512 lb.ft.)
(SAE) kpm 73 (526 lb.ft.)

TD 100 A engine

Output at
2200 r.p.m. (DIN) b.h.p. 260
(SAE) b.h.p. 270

Torque at
1400 r.p.m. (DIN) kgm 96 (694 lb.ft.)
(SAE) kgm 100 (723 lb.ft.)

Bore mm 120.65 (4.750")
Stroke mm 140 (5.51")
Capacity litres 9,6 (586 cu.in.)
Compression ratio TD 100 A 15:1
Compression ratio D 100 B 17:1
Six-cylinder four-stroke Diesel engine with
overhead valves and direct injection.

Oil capacity litres 20
(35.2 Imp. pints. = 42.2 US pints.)

Oil cooler (only TD 100 A)
Cooling system capacity litres 44
(9.7 Imp. galls. = 11.6 US galls.)

Instrumentation

Speedometer; optional with time-speed recorder,
revolution counter and combination instrument
with fuel, oil pressure and temperature gauges,
air pressure gauge and charging lamp. Warning
lamps for full headlights, direction indicators,
oil pressure/water temperature, air pressure in
brake system, differential lock, parking brake
and ev. power take-off.

Electrical equipment

Voltage V 24
Batter capacity Ah 133
Alternator W 980
Starter motor h.p. 6

Clutch

Single dry plate with torsion damping
springs inches 16 1/2
Total facing area cm² 2010 (sq.in. 312)
Hydraulic control system with helper spring.

R 60 gearbox

Fully synchronized eight-speed gearbox with
8th gear as direct. Gear lever with four forward
positions and one reverse.
Change-over between high and low speed ranges
is carried out by means of a toggle switch on
the gear lever.

SR 61 gearbox

Fully-synchronized 8-speed basic unit with
splitter section which give 16 forward speeds.
Control is by mean of a toggle switch on the
side of the radio console.

Gear ratios	R 60	SR 61
1st gear	10.60:1	11.22/9.46:1
2nd	7.40:1	7.84/6.61:1
3rd	5.20:1	5.50/4.64:1
4th	3.93:1	3.93/3.31:1
5th	2.70:1	2.86/2.41:1
6th	1.89:1	2.00/1.68:1
7th	1.32:1	1.40/1.18:1
8th	1:1	1.00/0.84:1
Reverse	8.80:1	10.29/8.67:1

Covers for power take-off on right-hand side
and rear end.

Oil capacity, R 60 litres 9,5
(16.7 Imp. pints. = 20 US pints.)
Oil capacity, SR 61 litres 11,5
(20.2 Imp. pints. = 24.2 US pints.)

Power take-off, rear

Speed, R 60 0.61 x engine speed
Speed, SR 61 0.56/0.66 x engine speed
Torque 60 kgm (434 lb.ft.)
(max. 15 mins. 100 kgm = 723 lb.ft.)

Direction
of rotation Opposed to that of engine

Power take-off, rear (high-speed)

Speed, R 60 0.96 x engine speed
Speed, SR 61 0.88/1.05 x engine speed
Torque 25 kgm (181 lb.ft.)
(max. 15 mins. 35 kgm = 253 lb.ft.)

Direction
of rotation The same as that of engine

Power take-off, side

Speed, R 60 0.77 x engine speed
Speed, SR 61 0.73/0.87 x engine speed
Torque Max. 35 kgm (235 lb.ft.)

Direction
of rotation The same as that of engine
The power take-off units are compressed air
operated from the driving seat.

Rear axle

Single reduction with hub reduction (1841)
Total ratio 4.88:1
or total ratio 5.58:1
or total ratio 6.14:1
Oil capacity litres 28
(49.2 Imp. pints. = 59 US pints.)

Double reduction (181)

Ratio 4.92:1
or ratio 5.43:1
Oil capacity litres 13
(22.9 Imp. pints. = 27.5 US pints.)

Differential lock

Manual operation from dashboard.

Brakes

Footbrake: Compressed-air brakes with separate
circuits for rear and front wheels and ev. trailer
brakes.

Trailer brakes with separate hand control.
Tank capacity 30 + 30 + 1 (20 + 20) = 100 litres
(1.0 + 1.0 + 1 (0.7 + 0.7) = 3.4 cu.ft.)
Compressor: Capacity 280 litres/min. at
7.0 kg/cm² working pressure. (10 cu.ft./min. at
100 lb./sq.in.)

Brake system working pressure 7.0–8.0 kg/cm².
(100–114 lb./sq.in.)

Friction area, front cm² 2010 (sq.in. 312)
rear cm² 2675 (sq.in. 415)
total cm² 4685 (sq.in. 727)

Load sensitive valve for adjustment of braking
power to rear wheels in relation to pay-load.
Parking brake. Air controlled spring brake act-
ing directly on rear wheels. Take up is variably
adjustable with a control on the instrument
panel.

Exhaust brake: Electro-pneumatically control-
led with foot switch.

Steering gear

Power steering, of recirculating ball and nut
type, with coupled servo unit.
Approx. 3.7 turns of steering wheel from lock
to lock (45° on the inner wheel).

Steering wheel
diameter mm 500 (20")

Front axle

Drop-forged special steel. Heat-treated.

Frame

Frame width mm 864 (34")
Side-members of pressed U-section.

Web height

(G 88-35) constant mm 241 (9.5")
(G 88-56) max. mm 297 (11.7")

Flange width mm 86 (3.4")
Material thickness mm 9,5 (0.37")

Springs

Semi-elliptical leaf springs.

Dimensions, mm	Length	Width
Front springs	1600–1400	102
	(63–55")	(4")

Rear:

Main	1880–1470	89
	(74–58")	(3.5")

Helper	1280–1050	89
	(50–42")	(3.5")

Rear springs have slipper-mounting.

Optional rear springing with hollow rubber
springs (DMG).

Optional rear springing on G 88-35 as on tracti-
ve unit for semi-trailer.

Main springs and hollow rubber springs (EMG).

Shock absorbers

Double-acting hydraulic telescopic shock absor-
vers front.

Wheels

Steel disc wheels attached by ten studs or spoke
wheels.

Dual rear wheels. Spare wheel less tyre.

Disc wheels	8.0x20"
	8.5x20"

Spoke wheels	8.0x20"
	8.5x20"

Tyres	11.00–20"
	12.00–20"

Voivo cab

Short cab alt. rest cab.

Tilt Wellit-insulated all-steel cab.

Two sprung seats and sleeping room with bunk
(rest cab). Primer painted or ready painted.

Rear cab suspension composed of rubber
springs and double hydraulic telescopic shock
absorbers.

Cab equipment: Thermostat-controlled heater,
defroster and fresh air unit, windscreen wipers,
windscreen washers, internal sun visors, flasher
direction indicators, width indicator lights, rear-
view mirrors and courtesy handles.

Fuel tank

Located on left-hand side.

Capacity litres 300
(66 Imp. galls. = 79 US galls.)

Alternative equipment

Engine D 100 B

SR 61 gearbox

Rest cab

Hub reduction

Alternative rear springs

Alternative wheels

Extra equipment

Power take-off

Time-speed recorder

Hollow rubber springs

Hydraulic cab-tilting system (not on
short cab)

Load sensitive valve

The factory reserves the right to modify design and equipment without previous notification.

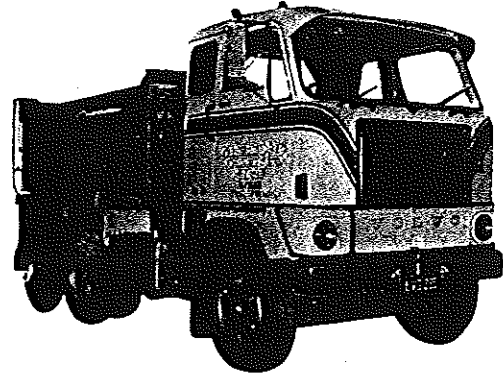


AB VOLVO GÖTEBORG SWEDEN

RSP 60328.11.70 Engelska/Global. Printed in Sweden, Gotab, Surte 70.6094

VOLVO

G 88 6x2



MAXIMUM GROSS VEHICLE WEIGHT
21,000 kg (21 tons)
MAXIMUM GROSS COMBINATION WEIGHT
52,000 kg (52 tons)

STANDARD EQUIPMENT

AXLE, FRONT

6,500 kg (14,330 lb.) capacity drop forged special steel.

AXLE, REAR

18,000 kg (39,690 lb.) capacity Volvo bogie. Double reduction 4.9, 5.4 : 1 ratios. Diff. lock.

BRAKES, PARKING

Air operated spring brake operating directly on driving wheels.

BRAKES, SERVICE

Air operated with 3 separate circuits for the driving wheels, front wheels and trailer wheels. Separate hand control for trailer wheels.

Air compressor: 280 litres/min @ 7 kg/cm²
(10 cu. ft./min @ 100 lb./sq. in.)

Tank capacity: 110 litres (3.7 cu. ft.)
Working pressure: 7-8 kg/cm² (100-114 lb./sq. in.)
Brake lining area: 6,695 cm² (1,039 sq. in.)
Foot switch operated exhaust brake.

CAB

All steel tilt cab, insulated with sleeper bunk (long cab), two piece laminated windscreen, two Bostrom sprung, adjustable, seats. Thermostat-controlled heater/ster, opening quarter vents and roof vent.

Instruments: speedometer, odometer, tachometer, fuel, oil pressure, temperature and air pressure gauges. Warning lamps for: beam, charge rate, indicators, oil pressure, temperature, air pressure, diff. lock, park brake, P.T.O. engagement. Choice of four colours or primer, variable speed wipers and washers. Impact tested with non-burst doors. Rear cab suspension is by rubber springs and hydraulic shock absorbers.

CLUTCH

420 mm (16.5") single dry plate with torsion damping springs. Hydraulic control with air servo. Lining area: 2,010 cm² (310 sq. in.)

ELECTRICAL SYSTEM

12/24 Volt with alternator, 980 W. Four 107 amp./hr 6V batteries, total 214 AH. 4.5kW (6 hp) starter motor.

ENGINE

TD 100 A 6 cyl. Turbocharged diesel.
121 x 140 mm (4.75" x 5.51") bore x stroke.
9.6 litre (586 cu. in.) capacity, 4 stroke
Power: 190 kW (260 bhp) (DIN) @ 2,200 rpm
Torque: 940 Nm (716 lb.ft.) (DIN) @ 1,300 rpm
15 : 1 compression ratio. RAC rating : 53 hp.
Six individual, interchangeable heads.
Donaldson Cyclopac air cleaner and stackpipe.

FRAME

Pressed steel channel, 864 mm (34") wide
241 mm x 86 mm (9.5" x 3.4") section,
9.5 mm (0.37") material thickness, reinforcement over bogie on tractor units.

FUEL SYSTEM

Dual 320 litre (70 gall.) tanks. Mechanical fuel pump.

STEERING

Recirculating ball and nut type, with built-in servo unit. Approx. 3.7 turns lock to lock. Steering wheel diameter: 500 mm (20").

SUSPENSION, FRONT

Semi-elliptical leaf springs, 1,400 mm x 102 mm (55" x 4"). Double acting hydraulic shock absorbers and Aeon rubber springs.

SUSPENSION, REAR

Volvo single drive bogie, semi-elliptic leaf spring with balance arm mounted trailing axle.

TRANSMISSION

Volvo SR 61 fully synchromesh gearbox. Basic 8 speed range change unit with splitter section giving 16 forward speeds. High-low range change by toggle switch on gear lever. Splitter section controlled by switch on console.

Gear ratios

1st	11.22/9.46 : 1
2nd	7.84/6.61 : 1
3rd	5.50/4.64 : 1
4th	3.93/3.31 : 1
5th	2.86/2.41 : 1
6th	2.00/1.68 : 1
7th	1.40/1.18 : 1
8th	1.00/0.84 : 1
Reverse	10.29/8.67 : 1

WHEELS AND TYRES

(11) American spoke, cast wheels : 7.5" x 20"
(11) Conventional tyres : 10.00" x 20" 12 ply.

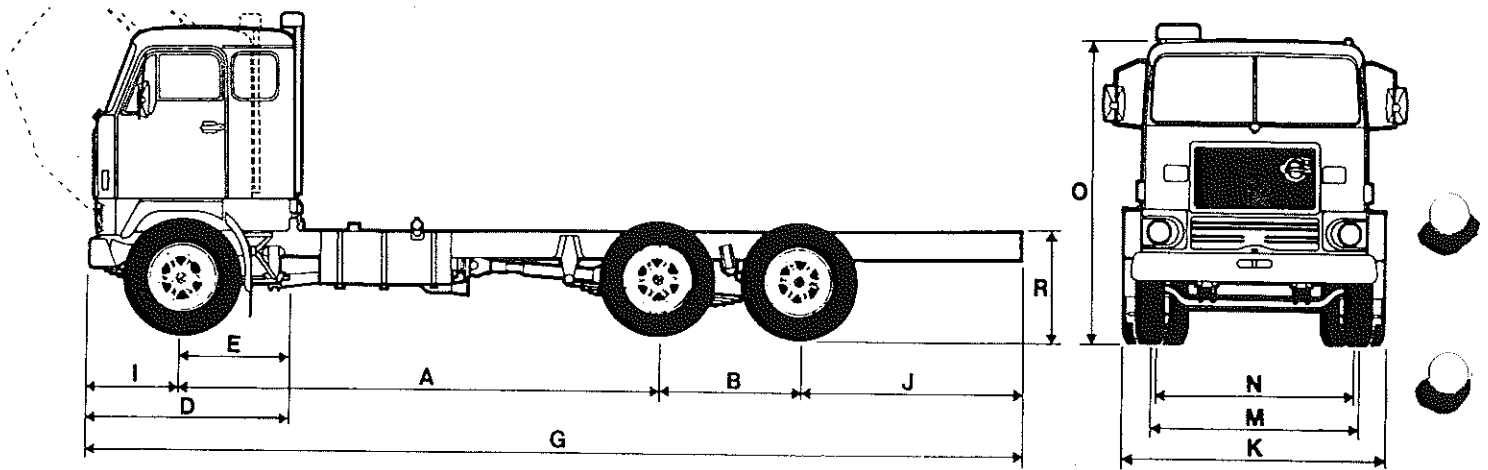
OPTIONAL EQUIPMENT

Hydraulic cab tilt
 R 61 gearbox (8 speed synchromesh)
 Short cab (no sleeper bunk)
 14" twin dry plate clutch
 Bogie lift
 Aluminium fuel tanks.

Power take-off, rear
 Speed, R 61 — 0.59 x engine speed
 Speed, SR 61 — 0.56/0.66 x engine speed
 Torque — 590 Nm (60 kgf m = 434 lbft.)
 (Max. 15 min. 980 Nm (100 kgf m = 720 lbft.)
 Direction of rotation — Opposite
Power take-off, rear (high-speed)
 Speed, R 61 — 0.93 x engine speed
 Speed, SR 61 — 0.88/1.05 x engine speed
 Torque — 250 Nm (25 kgf m = 180 lbft.)
 (Max. 15 min. 350 Nm (35 kgf m = 250 lbft.)
 Direction of rotation — Same as that of the engine

Power take-off, side
 Speed, R 61 — 0.77 x engine speed
 Speed, SR 61 — 0.73/0.87 x engine speed
 Torque — 350 Nm (35 kgf m = 250 lbft.)
 Direction of rotation — Same as that of the engine
 The power take-off units are compressed-air operated from the cab.
 Covers for power take-off on right-hand side and rear end.

DIMENSIONS AND WEIGHTS



Length measurements, mm (in.)	G 88-35		G 88-49	
A Wheelbase	3,500	(138)	4,900	(193)
Mean wheelbase	4,120	(162)	5,520	(217)
B Bogie wheelbase	1,320	(52)	1,320	(52)
D Front bumper — rear edge of cab, rest cab	1,915	(75.5)	1,915	(75.5)
short cab	1,515	(59.5)	1,515	(59.5)
E Centre of front axle — rear edge of cab, rest cab	1,060	(41.5)	1,060	(41.5)
short cab	660	(26)	660	(26)
G Overall chassis length, rest cab	7,027	(277)	9,077	(358)
short cab	7,027	(277)	9,357	(369)
I Front overhang	855	(33.5)	855	(33.5)
J Rear overhang, rest cab	1,352	(53.5)	2,002	(79)
short cab	1,352	(53.5)	2,282	(90)
Platform length, rest cab, min. approx.	4,380	(173)	6,779	(267)
max. approx.	4,540	(179)	6,980	(275)
Platform length, short cab, min. approx.	5,160	(203)	7,520	(296)
max. approx.	5,310	(209)	7,760	(306)
Turning circle diameter*	15,200	(50 ft)	19,800	(65 ft)

* Applies for stated running equipment

The platform length concerns a fixed platform on a standard chassis at the stated chassis weight. Calculate with 150 mm (6") between the cab and the inner edge of the headboard. Other equipment can result in different values.

Width measurements, mm (in.)	Wheels Tyres		Tyres		Height measurements, mm (in.)	10.00—20"		11.00—20"	
	7.5x20"	8.0x20"	10.00—20"	11.00—20"		10.00—20"	11.00—20"		
K Overall width front	2,417 (95)	2,417 (95)	2,915 (115)	2,930 (115.3)	O Cab roof — ground (unladen)	2,915 (115)	2,930 (115.3)	950 (37.6)	955 (37.6)
M Track front	2,043 (80.4)	2,032 (80.2)			R Frame — ground (loaded)				
N Track	1,837 (72.5)	1,839 (72.5)			(The R-measurement applies above the driving axle)				

Weights, kg (lb.)	G 88-35		G 88-49	
Chassis weight, front axle	3,730	(8,220)	3,870	(8,530)
Chassis weight, bogie	3,485	(7,670)	3,565	(7,860)
Chassis weight, total	7,215	(15,890)	7,435	(16,390)
Max. front axle pressure	6,500	(14,350)	6,500	(14,350)
Max. bogie pressure	16,500	(36,400)	16,500	(36,400)
GVW	21,000	(46,300)	21,000	(46,300)
Payload incl. superstructure approx.	13,785	(30,396)	13,565	(29,910)

Max. axle pressure and GVW apply on condition that they are approved by the transport authorities concerned. Chassis weights include: TD 100 A engine, ten spoke wheels 7.50 x 20" with 10.00—20" tyres, double reduction, 320 litre (70 imp. galls.) fuel tanks as well as water, oil, fuel, but not spare wheel or spare wheel holder.

Weight modifications, kg (lb.)	Front	Bogie	Total
Spare wheel holder	—	—	+ 15 (33)
Spare wheel with tyre 10.00—20"	—	—	+ 120 (265)
Rear pto.	+ 10 (25)	—	+ 10 (25)
Side pto.	+ 10 (25)	+ 5 (10)	+ 15 (35)
Short cab	-60 (129)	-10 (25)	- 70 (154)

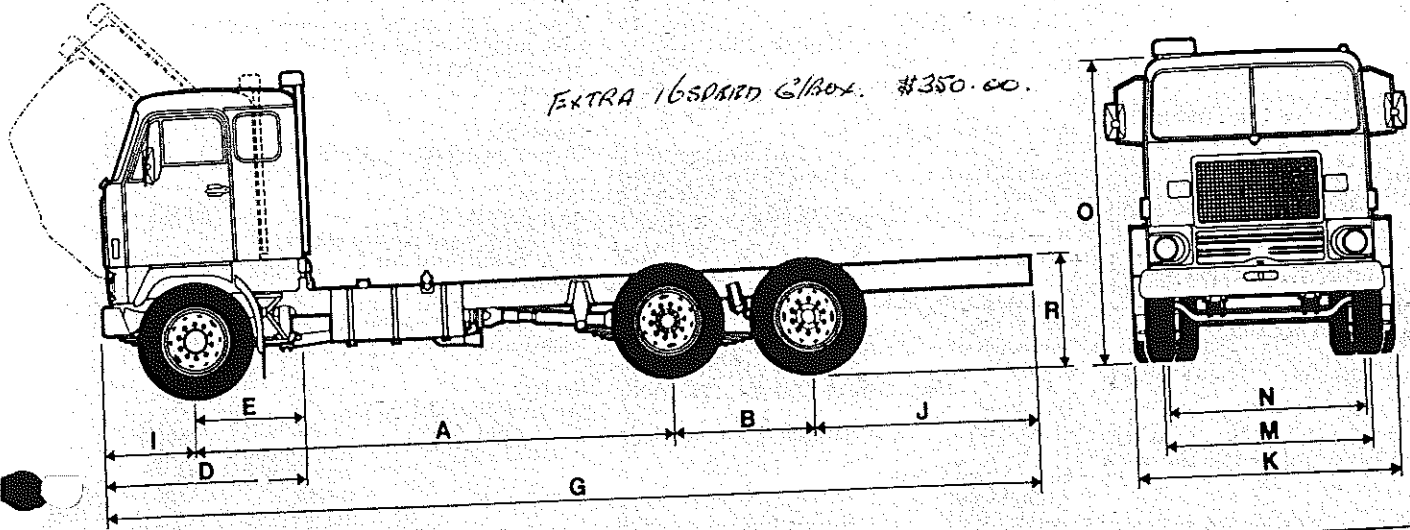


VOLVO G 88 6x2

Plated GVW 22,700 kg (50,600 lb.)

\$22,600.00 incl. TAX.

EXTRA 16 SPARE G/PROX. \$350.00.



Weights and measurements

	G 88-35	G 88-45	G 88-49
Length measurements, mm (in.)			
Ao Wheelbase	3,500 (138)	4,500 (177)	4,900 (193)
B Theoretical wheelbase	4,120 (162)	5,120 (201)	5,520 (217)
B Bogie wheelbase	1,320 (52)	1,320 (52)	1,320 (52)
D Front bumper - rear edge of cab, rest cab	1,915 (75.5)	1,915 (75.5)	1,915 (75.5)
D Front bumper - rear edge of cab, short cab	1,515 (59.5)	1,515 (59.5)	1,515 (59.5)
E Centre of front axle - rear edge of cab, rest cab	1,060 (41.5)	1,060 (41.5)	1,060 (41.5)
E Centre of front axle - rear edge of cab, short cab	660 (26)	660 (26)	660 (26)
G Overall chassis length, rest cab	7,027 (277)	8,377 (330)	9,077 (358)
G Overall chassis length, short cab	7,027 (277)	8,677 (342)	9,357 (369)
I Front overhang	855 (33.5)	855 (33.5)	855 (33.5)
J Rear overhang, rest cab	1,352 (53.5)	1,702 (67)	2,002 (79)
J Rear overhang, short cab	1,352 (53.5)	2,002 (79)	2,282 (90)
Platform length, rest cab, min. approx.	4,380 (173)	6,080 (239)	6,770 (267)
Platform length, rest cab, max. approx.	4,540 (179)	6,290 (248)	6,980 (275)
Platform length, short cab, min. approx.	5,160 (203)	6,850 (270)	7,520 (296)
Platform length, short cab, max. approx.	5,310 (209)	7,070 (278)	7,760 (306)
Turning circle diameter*	15,200 (50 ft.)	18,400 (60 ft.)	19,800 (65 ft.)

* Applies for stated running equipment
 The platform length concerns a fixed platform on a standard chassis at the stated chassis weight.
 Calculate with 150 mm (6") between the cab and the inner edge of the headboard GVW 22,700 kg (50,600 lb.).
 Other equipment can result in different values.

Width measurements, mm (in.)	Wheels Tyres	Disc wheels			Spoke wheels		
		8,0x20" 11,00-20"	8,0x20" 12,00-20"	8,5x20" 12,00-20"	7,5x20" 11,00-20"	8,0x20" 11,00-20"	8,5x20" 12,00-20"
K Overall width front		2,484 (97.7)	2,484 (97.7)	2,484 (97.7)	2,417 (95)	2,417 (95)	2,417 (95)
M Overall width rear		2,476 (97.5)	2,476 (97.5)	2,476 (97.5)	2,444 (95.2)	2,464 (96)	2,464 (96)
N Track front		2,023 (79.7)	2,022 (79.7)	2,022 (79.7)	2,043 (80.4)	2,032 (80.2)	2,031 (80.2)
N Track		1,840 (72.5)	1,840 (72.5)	1,840 (72.5)	1,837 (72.5)	1,839 (72.5)	1,839 (72.5)

Height measurements, mm (in.)	Tyres	
	11.00-20"	12.00-20"
O Cab roof - ground (unladen)	2,915 (115)	2,930 (115.3)
R Frame - ground (loaded) (The R-measurement applies above the driving axle)	950 (36.6)	955 (37.6)

	G 88-35	G 88-45	G 88-49
Weights, kg (lb.)			
Chassis weight, front axle	3,730 (8,220)	3,850 (8,480)	3,870 (8,530)
Chassis weight, bogie	3,485 (7,670)	3,555 (7,830)	3,565 (7,860)
Chassis weight, total	7,215 (15,890)	7,405 (16,310)	7,435 (16,390)
Max. front axle pressure	6,500 (14,350)	6,500 (14,350)	6,500 (14,350)
Max. bogie pressure	16,500 (36,400)	16,500 (36,400)	16,500 (36,400)
GVW	22,700 (50,600)	22,700 (50,600)	22,700 (50,600)
Payload incl. superstructure approx.	15,500 (34,700)	15,300 (34,300)	15,300 (34,200)

Max. axle pressure and GVW apply on condition that they are approved by the transport authorities concerned.
 Chassis weights include: TD 100 A engine, ten disc wheels 8.0 x 20" with 11.00-20" tyres, double reduction or hub reduction, 300 litre (66 Imp.galls. = 79 US galls.) fuel tank as well as water, oil, fuel, and tools, but not spare wheel or spare wheel holder.

Weight modifications, kg (lb.)	Front	Bogie	Total
Spare wheel holder	-	-	+ 15 (33)
Spare wheel with tyre 11.00-20"	-	-	+ 120 (265)
Driver	+ 70 (155)	-	+ 70 (155)
Rear pto.	+ 10 (25)	-	+ 10 (25)
Side pto.	+ 10 (25)	+ 5 (10)	+ 15 (35)
Short cab	-60 (129)	-10 (25)	- 70 (154)
SR 61	+ 45 (99)	+ 15 (33)	+ 60 (132)

VOLVO G 88 6x2

Plated GVW 22,700 kg (50,000 lb.)

Data

D 100 A engine

Output at
2000 r.p.m. (DIN) b.h.p. 260
(SAE) b.h.p. 270

Torque at
1400 r.p.m. (DIN) kpm 96 (694 lb.ft.)
(SAE) kpm 100 (723 lb.ft.)

Bore mm 120.65 (4.750")
Stroke mm 140 (5.51")

Capacity litres 9.6 (586 cu.in.)
Compression ratio 15:1

6-cylinder, four-stroke Diesel engine with overhead valves and direct injection.

Oil capacity litres 20
(35.2 Imp. pints. = 42.2 US pints.)

Oil cooler
Cooling system
Capacity litres 44
(9.7 Imp. galls. = 11.6 US galls.)

Instrumentation

Speedometer, optional with time-speed recorder revolution counter and combined instrument with fuel oil pressure and temperature gauges, compressed air gauge and charging amp. Warning lamps for full headlights, direction indicators, oil pressure/water temperature, air pressure in brake system, differential lock, parking brake and ev. power take-off.

Electrical equipment

Voltage V 24
Battery capacity Ah 133
Alternator W 980
 starter motor h.p. 6

Lutch

Single dry plate with torsion damping
Springs inches 16 1/2
Total facing area cm² 2010 (sq.in. 312)
Win dry plate with torsion damping
Springs inches 14
Total facing area cm² 2740 (sq.in. 425)
Only in combination with hub reduction and 60)
Hydraulic control system with helper spring.

60 gearbox

Fully synchronized eight-speed gearbox with shift gear as direct.
Gear lever with four forward positions and one reverse.
Change-over between high and low speed ranges carried out by means of a toggle switch on the gear lever.

61 gearbox

Fully-synchronized 8-speed basic unit with inter section which gives 16 forward speeds. Control is by means of a toggle switch on the side of the radio console.

gear ratios	R 60	SR 61
1st gear	10.60:1	11.22/9.46:1
2nd	7.40:1	7.84/6.61:1
3rd	5.20:1	5.50/4.64:1
4th	3.93:1	3.93/3.31:1
5th	2.70:1	2.86/2.41:1
6th	1.89:1	2.00/1.68:1
7th	1.32:1	1.40/1.18:1
8th	1:1	1.00/0.84:1
Reverse	8.80:1	10.29/8.67:1

Shifters for power take-off on right-hand side and rear end.

Oil capacity, R 60 litres 9.5
(16.7 Imp. pints. = 20 US pints.)
Oil capacity, SR 61 litres 11.5
(20.2 Imp. pints. = 24.2 US pints.)

Power take-off, rear

Speed, R 60 0.61 x engine speed
Speed, SR 61 0.56/0.66 x engine speed
Torque 60 kgm (434 lb.ft.)
(max. 15 mins. 100 kgm = 723 lb.ft.)

Direction
of rotation Opposed to that of engine

Power take-off, rear (high-speed)

Speed, R 60 0.96 x engine speed
Speed, SR 61 0.88/1.05 x engine speed
Torque 25 kgm (181 lb.ft.)
(max. 15 mins. 35 kgm = 253 lb.ft.)

Direction
of rotation The same as that of engine

Power take-off, side

Speed, R 60 0.77 x engine speed
Speed, SR 61 0.73/0.87 x engine speed
Torque Max. 35 kgm (253 lb.ft.)

Direction
of rotation The same as that of engine
The power take-off units are compressed-air operated from the driving seat.

Rear axle

Single reduction with hub reduction (1841)
Total ratio 4.88:1
or total ratio 5.58:1
or total ratio 6.14:1
Oil capacity litres 28
(49.2 Imp. pints. = 59 US pints.)

Double reduction (181)
Ratio 4.92:1
or ratio 5.43:1
Oil capacity litres 13
(22.9 Imp. pints. = 27.5 US pints.)

Differential lock

Electro-pneumatically controlled from dashboard.

Brakes

Footbrake: Compressed air brakes with separate circuits for the driving wheels, front wheels, trailing wheels and ev. trailer brakes. Trailer brakes with separate hand control.
Tank capacity 30 + 30 + 1 (30 + 20) = 110 litres. (1.0 + 1.0 + 1 (1.0 + 0.2) = 3.7 cu.ft.)
Compressor: Capacity 280 litres/min. at 7.0 kg/cm² working pressure. (10 cu.ft./min. at 100 lb./sq.in.)
Brake system working pressure 7.0–8.0 kg/cm². (100–114 lb./sq.in.)

Friction area,	cm ²	(sq.in.)
front	2010	312
drive axle	2675	415
trailing axle	2010	312
total	6695	1039

Parking brake: Air-operated spring brake operating direct on rear driving wheels.

Take-up is variably adjustable by control on instrument panel.

Exhaust brake: Electro-pneumatically controlled by foot switch.

Load sensitive valve for adjustment of braking power on the rear wheels relative to payload.

Steering gear

Servo steering, of recirculating balls and nut type, with built-in servo unit.

Approx. 3.7 turns of steering wheel from lock to lock (45° on the inner wheel).
Steering wheel diameter mm 500 (20")

Front axle

Drop-forged special steel. Heat-treated.

Frame

Frame width mm 864 (34")
Side-members of pressed U-section.
Web height (constant) mm 241 (9.5")
Flange width mm 86 (3.4")
Material thickness mm 9.5 (0.37")
Double frame above bogie unit.
Material thickness mm 9.5 (0.37")

Springs

Semi-elliptical leaf springs.	Length	Width
Dimensions, mm	1600–1400	102
Front springs	(63–55")	(4")
Rear springs	1650	89
	(65")	(3.5")

The rear springs have treaded spring bolts and are of inter-locking design.

Shock absorbers

Double-acting hydraulic telescopic shock absorbers front.

Wheels

Steel disc wheels attached by ten studs, optional spoke wheels. Dual rear wheels. Spare wheel less tyre.
Disc wheels 8.0x20"
8.5x20"
Spoke wheels 7.5x20"
8.0x20"
8.5x20"
Tyres 11.00–20"
12.00–20"

Volvo cab

Short cab alt rest cab.
Well-insulated all-steel tilt cab. Two sprung driving seats and sleeping accommodation with bunk (rest cab). Primer painted or ready painted. The rear cab suspension consists of rubber springs and double hydraulic telescopic shock absorbers.
Cab. equipment: Thermostat-controlled heater, defroster and fresh-air unit windscreen wipers, windscreen washers, internal sun visors, direction indicators, position lights, rearview mirrors and courtesy handle.

Fuel tank

Located on left-hand side.
Capacity litres 300
(66 Imp. galls. = 79 US galls.)

Alternative equipment

Hub reduction
Alternative wheels
SR 61 gearbox
Rest cab

Extra equipment

Power take-off
Time-speed recorder
Hydraulic cab-tilting system (not on short cab)
Load sensitive valve

The factory reserves the right to modify design and equipment without previous notification.



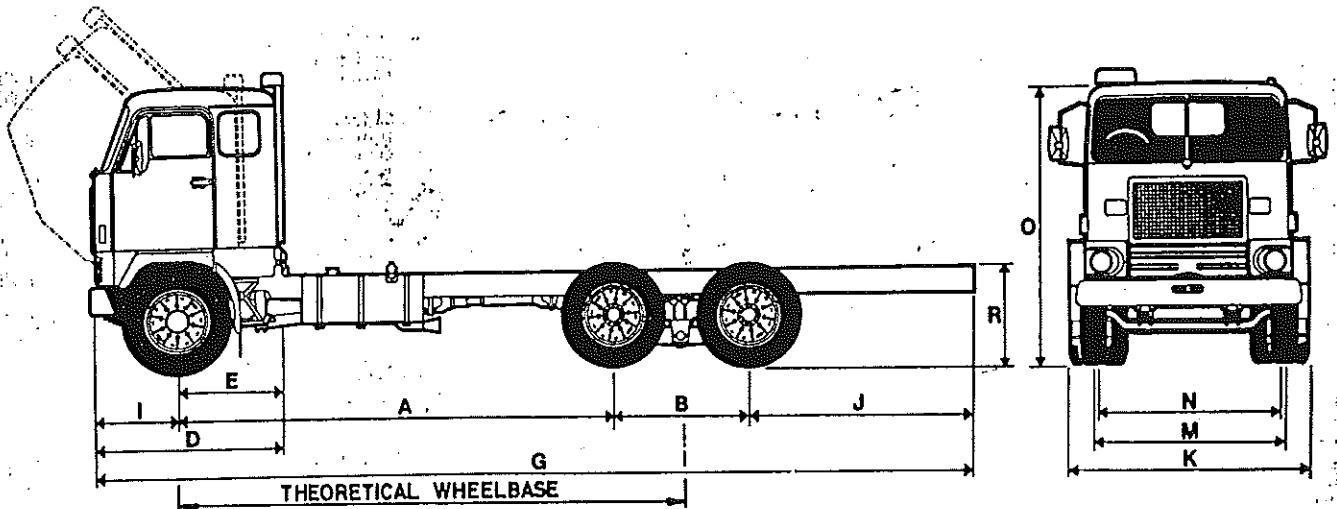
6x4V. 27 & 79 3029 >

VOLVO G 88 6x4

• LIGHTWEIGHT
ON - HIGHWAY

GCW 38600 kg. (85000 lb.)

GVW 20000 kg. (48350 lb.)



Weights and measurements

Length measurements, mm (in.)		G 88-35	
A	Wheelbase	3,500	(138)
	Theoretical wheelbase	4,140	(163)
B	Bogie wheelbase	1,280	(50)
D	Front bumper — rear edge of cab, rest cab	1,915	(75.5)
	short cab	1,515	(59.5)
E	Centre of front axle — rear edge of cab, rest cab	1,060	(41.5)
	short cab	660	(26)
G	Overall chassis length, rest cab	7,100	(280)
	short cab	7,327	(288)
I	Front overhang	855	(33.5)
J	Rear overhang, rest cab	1,475	(58.0)
	short cab	1,700	(67.0)

Note: Optional wheel-bases will be released progressively for this model.

Turning circle diameter* 15,400 (50.5 ft.)

Width measurements, mm (in.)	spokewheels Tyres	7.00 X 20	7.50 X 20
		9.00-20"	10.00-20"
Overall width front		2,417 (95.0)	2,417 (95.0)
K Overall width rear		2,445 (95.5)	2,462 (96.2)
M Track front		2,038 (79.5)	2,043 (79.7)
N Track rear		1,809 (71.2)	1,809 (71.2)

Height measurements, mm (in.)	Tyres	9.00-20"	10.00-20"
		O Cab roof — ground (unladen)	2,893 (114.0)
R Frame — ground (loaded)	908 (35.5)	920 (36.0)	

(The R-measurement applies above the driving axle)

Weights, kg (lb.)		G 88-35	
Chassis weight, front axle	3,760	(8,008)	
Chassis weight, bogie	2,990	(6,664)	
Chassis weight, total	6,660	(14,672)	
Max. front axle pressure	6,500	(14,350)	
Max. bogie pressure	15,450	(34,000)	
Max. GVW	22,000	(48,350)	
Payload including superstructure approx.	15,600	(33,678)	

Max. axle pressure and max. gross laden weights apply on condition that they are approved by the transport authorities concerned.

Weight modifications, kg (lb.)	Front	Bogie	Total
Rear pto.	+ 10 (25)	—	+ 10 (25)
Side pto.	+ 10 (25)	+ 5 (10)	+ 15 (35)
Short cab	-60 (129)	- 10 (25)	- 70 (154)

G 88 6x4

LIGHT WEIGHT
ON - HIGHWAY

GVW 38600 kg. (85000 lb.)

GVW 22000 kg (48350 lb.)

Data

TD 100 A engine

Output at
2200 r.p.m. (DIN) b.h.p. 260
(SAE) b.h.p. 270

Torque at
1400 r.p.m. (DIN) kgm 96 (694 lb.ft.)
(SAE) kgm 100 (723 lb.ft.)

Bore mm 120,65 (4.750")
Stroke mm 140 (5.51")
Capacity litres 9,6 (586 cu.in.)
Compression ratio 15:1
Six-cylinder, four-stroke Diesel engine with
overhead valves and direct injection.
Oil capacity litres 20
(35.2 Imp. pints. = 42.2 US pints.)
Oil cooler
Cooling system
capacity litres 44
(9.7 Imp. galls. = 11.6 US galls.)

Turbocharger Holset 4LE

Instrumentation

Speedometer, optional with time-speed recorder revolution counter and combined instrument with fuel oil pressure and temperature gauges, compressed air gauge and charging amp. Warning lamps for full headlights, direction indicators, oil pressure/water temperature, air pressure in brake system, differential locks, parking brake and power take-off.

Electrical equipment

Voltage V 12/V 24
Battery capacity Ah 133
Alternator (55A) W 980
Starter motor h.p. 6

Clutch

Single dry plate with torsion damping springs inches 16 1/2
Total facing area cm² 2010 (sq.in. 312)

R 60 gearbox

Fully synchronized eight-speed gearbox with 8th gear as direct. Gear lever with four forward positions and one reverse. Change-over between high and low speed ranges is carried out by means of a toggle switch on the gear lever.

SR 61 gearbox

Fully-synchronized 8-speed basic unit with splitter section which gives 16 forward speeds. Control is by means of a toggle switch on the side of the radio console.

Gear ratios

	R60	SR 61
1st gear	10.60:1	11.22/9.46:1
2nd gear	7.40:1	7.84/6.61:1
3rd gear	5.20:1	5.50/4.64:1
4th gear	3.93:1	3.93/3.31:1
5th gear	2.70:1	2.86/2.41:1
6th gear	1.89:1	2.00/1.68:1
7th gear	1.32:1	1.40/1.18:1
8th gear	1:1	1.00/0.84:1
Reverse	8.80:1	10.29/8.67:1

Covers for power take-off on right-hand side and rear end.
Oil capacity, R 60 litres 9.5
(16.7 Imp. pints. = 20 US pints.)

Oil capacity, SR 61 litres 11,5
(20.2 Imp. pints. = 24.2 US pints.)

Power take-off, rear

Speed, R 60 0.61 x engine speed
Speed, SR 61 0.56/0.66 x engine speed
Torque 60 kgm (434 lb.ft.)
(Max. 15 min., 100 kgm = 725 lb.ft.)
Direction of rotation Opposite to that of engine

Power take-off, rear (high-speed)

Speed, R 60 0.86 x engine speed
Speed, SR 61 0.88/1.05 x engine speed
Torque 25 kgm (180 lb.ft.)
(Max. 15 min., 35 kgm, 253 lb.ft.)
Direction of rotation Same as that of engine

Power take-off, side

Speed, R 60 0.77 x engine speed
Speed, SR 61 0.73/0.87 x engine speed
Torque Max. 35 kgm (263 lb.ft.)
Direction of rotation Same as that of engine

The power take-offs are compressed air controlled from the driving seat.

Rear axles

Tandem-drive bogie (Rockwell type SQHD)
Single reduction.
Ratio 5.26 : 1
Alternatives 4.60 or 5.80 : 1
Power divider and lockout equipped.

Brakes

Footbrake: Compressed air brakes with separate circuits for the driving wheels, front wheels, and av. trailer wheels. Trailer brakes with separate hand control.
Tank capacity 30 + 30 + 1 (30 + 20) = 110 litres. (1.0 + 1.0 + 1 (1.0 + 0.7) = 3.7 cu.ft.)
Compressor: Capacity 280 litres/min. at 7.0 kg/cm² working pressure. (10 cu.ft./min. at 100 lb./sq.in.)
Brake system working pressure 7.0-8.0 kg/cm² (100-114 lb./sq.in.)

Friction area,	cm ²	sq.in.
front axle	2010	312
front drive axle	2675	415
rear drive axle	2675	415
total	7360	1142

Parking brake: Air operated spring brake operating direct on rear driving wheels. Take-up is variably adjustable by control on instrument panel.

Exhaust brake: Electro-pneumatically controlled by foot switch. Load sensitive valve for adjustment of braking power to rear wheels in relation to payload.

Steering gear

Servo steering, of recirculating balls and nut type, with built-in servo unit. Approx. 3.7 turns of steering wheel from lock

to lock (45° on the inner wheel).
Steering wheel diameter mm 500 (20")

Front axle

Drop-forged special steel. Heat-treated.
14350 lb. capacity.

Frame

Frame width mm 864 (34")
Side-members of pressed U-section.
Web height (constant) mm 241 (9.5")
Flange width mm 86 (3.4")
Material thickness mm 9.5 (0.37")
Double frame above bogie unit.
Material thickness mm 9.5 (0.37")

Springs

Semi-elliptical leaf springs.
Dimensions, mm (in.) Length Width
Front springs 1600-1400 102
(63-65") (4")

Rear suspension Hendrickson RT340
(with walking beam.)

Shock absorbers

Double-acting hydraulic telescopic shock absorbers front.

Wheels

Spoke wheels 7.0 x 20"
(American type) 7.5 x 20"

Tyres 9.00-20"
(Spare supplied.) 10.00-20"

Volvo cab

Short cab alt. rest cab. Well-lit insulated all-steel tilt cab. Two sprung driving seats and sleeping accommodation with bunk (rest cab). Primer painted or ready painted. The rear cab suspension consists of rubber springs and double hydraulic shock absorbers. Cab equipment: Thermostat-controlled heater, defroster and fresh-air unit windscreen wipers, windscreen washers, internal sun visors, direction indicators, position lights, rearview mirrors and courtesy handle.

Fuel tank

Located on left-hand side.
Capacity litres 300
(66 Imp. galls. = 79 US galls.)

Optional equipment

SR 61 gearbox
Optional running equipment
Speedometer without time-speed recorder
Thermostat-controlled cooling fan
Hub reduction
Rest cab

Extra equipment

Power take-off
Tow member

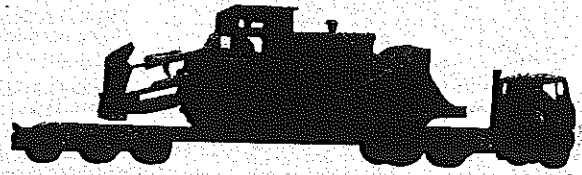
The factory reserves the right to modify design and equipment without previous notification.

VOLVO AUSTRALIA PTY. LTD.

Liverpool 2170
N.S.W.

VOLVO

G88 6x4



MAXIMUM GROSS VEHICLE WEIGHT
25,000 kg (25 tons)
MAXIMUM GROSS COMBINATION WEIGHT
65,000 kg (65 tons)
with hub reduction 100,000 kg (100 tons)

STANDARD EQUIPMENT

AXLE, FRONT

6,500 kg (14,330 lb.) capacity drop forged special steel.

AXLE, REAR G88A 30R

17,250 kg (38,000 lb.) capacity Rockwell SQHD axles, 4.5, 5.3, 5.8, 6.1:1 ratios. Power divider and lockout equipped

G88 35V, G88 49V:

20,000 kg (44,100 lb.) capacity Volvo axles 4.9, 5.4:1 ratios. Power divider with diff. lock. Diff. locks on each axle.

BRAKES, PARKING

Air operated spring brake operating directly on driving wheels.

BRAKES, SERVICE

Air operated with 3 separate circuits for the driving wheels, front wheels and trailer wheels. Separate hand control for trailer wheels.

Air compressor: 280 litres/min @ 7 kg/cm²
(10 cu. ft./min. @ 100 lb./sq. in.)

Tank capacity: 110 litres (3.7 cu. ft.)

Working pressure: 7-8 kg/cm² (100-114 lb./sq. in.)

Brake lining area: G88R: 7640 cm² (1192 sq. in.)

G88V: 7360 cm² (1142 sq. in.)

Foot switch operated exhaust brake.

CAB

All steel tilt cab, insulated with sleeper bunk (long cab). Two piece laminated wind screen, Two Bostrom, sprung, adjustable, seats. Thermostat-controlled heater/demister, opening quarter vents and roof vent. Variable speed wipers and washers.

Instruments: speedometer, tachometer, odometer, fuel, oil pressure, temperature and air pressure gauges. Warning lamps for: beam, charge rate, indicators, oil pressure, temperature, air pressure, diff. locks, park brake, P.T.O. engagement.

Choice of four colours or primer.

Impact tested with non-burst doors.

Rear cab suspension is by rubber springs and hydraulic shock absorbers.

CLUTCH

420 mm (165") single dry plate with torsion damping springs. Hydraulic control with air servo. Lining area: 2010 cm² (312 sq. in.)

ELECTRICAL SYSTEM

12/24 Volt with alternator, 980W. Four 107 amp./hr. 6V batteries, total 214 AH. 4.5kW (6hp) starter motor

ENGINE

TD 100A 6 cyl. turbo charged diesel 121 x 140 mm (4.75" x 5.51") bore x stroke. 9.6 litre (586 cu. in.) capacity, 4 stroke.

Power: 190 kW (260 bhp) (DIN) @2,200 rpm.

Torque: 940 Nm (716 lb. ft.) (DIN) @1,300 rpm.

15:1 compression ration. RAC rating: 53 hp.

Six individual, interchangeable heads. Donaldson Cyclopac air cleaner and stackpipe

FRAME

Pressed steel channel, 864 mm (34") wide, 241 mm x 86 mm (9.5" x 3.4") section, 9.5 mm (0.37") material thickness, reinforcement over bogie on tractor units.

FUEL SYSTEM

G88A 30R: Dual 320 litre (70 gall.) aluminium tanks.

G88 35V, G88 49V: Dual 320 litre (70 gall.) tanks.

Mechanical fuel pump.

STEERING

Recirculating ball and nut type, with built-in servo unit. Approx. 3.7 turns lock to lock. Steering wheel diameter: 500 mm (20").

SUSPENSION, FRONT

Semi-elliptical leaf springs, 1400 mm x 102 mm (55" x 4"). Double acting hydraulic shock absorbers and Aeon rubber springs.

SUSPENSION, REAR

G88A 30R: Hendrickson RTA 340.

G88 35V, G88 49V: Volvo single point chassis mounted, inverted semi-elliptical spring type with centre trunnion pivot.

TRANSMISSION

Volvo SR 61 fully synchromesh gearbox. Basic 8 speed range change unit with splitter section giving 16 forward speeds. High-low range change by toggle switch on gear level. Splitter section controlled by switch on console.

Gear ratios

1st	11.22/9.46:1	6th	2.00/1.68:1
2nd	7.84/6.61:1	7th	1.40/1.18:1
3rd	5.50/4.64:1	8th	1.00/0.84:1
4th	3.93/3.31:1	Reverse	10.29/8.67:1
5th	2.86/2.41:1		

WHEELS AND TYRES

(11) American spoke, cast wheels: 7.5" x 20"

(11) Conventional tyres: 10.00" x 20" 12 ply.

OPTIONAL EQUIPMENT

Hydraulic cab tilt
 Hub reduction with 6.14:1 diff. ratio
 MR61 transmission combining torque converter with 8 speed gearbox
 R61 8 speed all synchro transmission
 Short cab (no sleeper bunk)
 14" twin dry plate clutch
 Aluminium fuel tanks

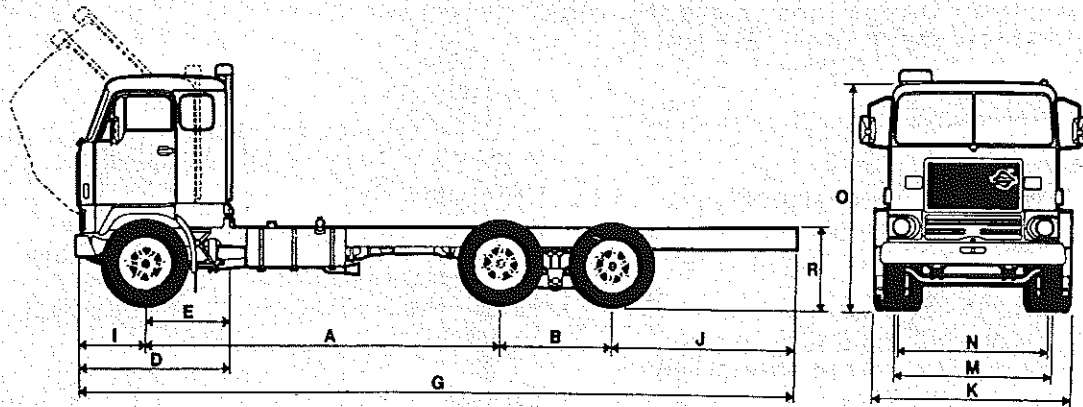
Power take-off, rear
 Speed, MR 61, R 61 — 0.59 x engine speed
 Speed, SR 61 — 0.56/0.66 x engine speed
 Torque — 590 Nm (60 kgf m = 434 lbft.)
 (Max. 15 min. 980 Nm (100 kgf m = 720 lbft))
 Direction of rotation — Opposite

Power take-off, rear (high-speed)
 Speed, MR 61, R 61 — 0.93 x engine speed
 Speed, SR 61 — 0.88/1.05 x engine speed
 Torque — 250 Nm (25 kgf m = 180 lbft.)
 (Max. 15 min. 350 Nm (35 kgf m = 250 lbft.))
 Direction of rotation — Same as that of the engine

Power take-off, side
 Speed, MR 61, R 61 — 0.77 x engine speed
 Speed, SR 61 — 0.73/0.87 x engine speed
 Torque — 350 Nm
 (35 kgf m = 250 lbft.)
 Direction of rotation — Same as that of the engine.

The power take-off units are compressed-air operated from the cab.
 Covers for power take-off on right-hand side and rear end.

DIMENSIONS AND WEIGHTS



Length measurements, mm (in.)	G88-30		G 88-35		G 88-49	
A Wheelbase	3,000	(118)	3,500	(138)	4,900	(193)
Mean wheelbase	3,656	(143)	4,185	(165)	5,558	(219)
B Bogie wheelbase	1,270	(50)	1,370	(54)	1,370	(54)
D Front bumper — rear edge of cab, rest cab	1,915	(75.5)	1,915	(75.5)	1,915	(75.5)
short cab	1,515	(59.5)	1,515	(59.5)	1,515	(59.5)
E Centre of front axle — rear edge of cab, rest cab	1,060	(41.5)	1,060	(41.5)	1,060	(41.5)
short cab	660	(26)	660	(26)	660	(26)
G Overall chassis length, rest cab	6,155	(242)	7,100	(280)	9,600	(378)
short cab	6,155	(242)	7,100	(280)	9,900	(390)
I Front overhang	855	(33.5)	855	(33.5)	855	(33.5)
J Rear overhang, rest cab	1,030	(40)	1,375	(54)	2,475	(97.5)
short cab	1,030	(40)	1,607	(63)	2,775	(109)
Platform length, rest cab, min. approx.	—	—	4,670	(184)	7,120	(230)
max. approx.	—	—	4,920	(194)	7,440	(293)
short cab, min. approx.	—	—	5,470	(215)	7,880	(311)
max. approx.	—	—	5,700	(225)	8,190	(311)
Turning circle diameter *	15,000	(49ft)	15,400	(50.5ft)	20,000	(65.5ft.)

* Applies for stated running equipment
 The platform length concerns a fixed platform on a standard chassis at the stated chassis weight.
 Calculated with 150 mm (6") between the cab and the inner edge of the headboard. Other equipment can result in different values.

Width measurements, mm (in.)	Wheels Tyres	Spoke wheels		Height measurements, mm (in.)	10.00—20"	11.00—20"			
		7.5x20"	8.0x20"						
K Overall width front	2,417	(95)	2,417	(95)	O Cab roof — ground (unladen) ...	2,915	(115)	2,930	(115.3)
M Overall width rear	2,483	(97.7)	2,498	(98.3)	R Frame — ground (loaded)	930	(36.6)	955	(37.6)
N Track front	2,032	(80)	2,031	(80)	(The R-measurement applies above the driving axle)				
N Track rear	1,846	(72.7)	1,848	(72.8)					

Weights, kg (lb.)	*G 88-30	G 88-35	G 88-49
Chassis weight, front axle	3,720 (8,203)	3,765 (8,300)	3,910 (8,620)
Chassis weight, bogie	2,980 (6,571)	4,115 (9,060)	4,230 (9,330)
Chassis weight, total	6,700(14,774)	7,880(17,360)	8,140(17,950)
Max. front axle pressure	6,500(14,350)	6,500(14,350)	6,500(14,350)
Max. bogie pressure	15,422(34,000)	20,000(44,100)	20,000(44,100)
Max. GVW	21,000(46,300)	25,000(55,000)	25,000(55,000)
Payload including superstructure approx.	14,300(31,500)	17,100(37,700)	16,900(37,300)

Max. axle pressure and GVW apply on condition that they are approved by the transport authorities concerned.
 Chassis weights include: TD 100 A engine, ten spoke wheels 7.50 x 20" with 10.00—20" tyres, 320 litre fuel tanks (70 Imp. galls.) as well as water, oil, fuel, but not spare wheel or spare wheel holder.
 *GVW G 88 30R : 21,000 kg (21 tons)
 *GCW G 88 30R : 38,500 kg (38.5 tons)

Weight modifications, kg (lb.)	Front	Bogie	Total
Spare wheel holder	—	—	+ 15 (35)
Spare wheel with tyre 10.00—20"	—	—	+ 120 (265)
MR61	—	—	+ 65 (145)
Rear pto	+ 45 (100)	+ 20 (45)	+ 10 (25)
Side pto	+ 10 (25)	—	+ 15 (35)
Short cab	+ 10 (25)	+ 5 (10)	— 70 (164)
Hub reduction	—	— 10 (25)	+ 140 (308)



VOLVO G 88 6x4



\$24,600.00 INCL TAX.

R+TRA 16 SPEED C/BOX. \$350.00.

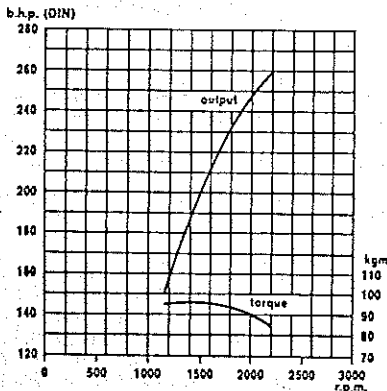


- TRUCK PLUS TRAILER for heavy long-distance transportation of, for example, mixed goods, timber and gravel.
 - TRACTOR UNIT FOR SEMI-TRAILER FOR THE TRANSPORTATION OF, for example, heavy machinery.
- New forward-location of front axle — gives longer wheelbase with same overall length.
- Powerfull — tandem-drive bogie — power-packed engine.
 - Flexible — forward control — power steering — 46° wheel angles — tight turning circles — fully synchronized eight-speed gearbox — manual differential lock.
 - Safe — all-steel cab — split-circuit compressed air brakes — exhaust brake — compressed air operated parking brake — large brake friction area.
 - Driving comfort — sprung driving seat — sound-absorbing cab upholstery — effective heating and fresh air unit.
 - Economical — tilt cab — simplified service — low consumption Turbo Diesel engine — large payload capacity — low servicing costs — revolution counter — wide range of gear ratios.

ENGINE

TD 100 A engine

Output (DIN)	260 b.h.p. at 2200 r.p.m.
Output (SAE)	270 b.h.p. at 2200 r.p.m.
Torque (DIN)	96 kgm at 1400 r.p.m.
Torque (SAE)	100 kgm at 1400 r.p.m.



DIN output is measured with the engine driving all its auxiliary equipment. This method permits visible exhaust gases.
SAE output indicates the maximum engine output without any special demands being made on the exhaust smoke.

General specifications

Bore	120.65 mm (4.750")
Stroke	140 mm (5.51")
Cylinder capacity	9.6 litres (586 cu.in.)
Compression ratio	15:1
Valves	Overhead

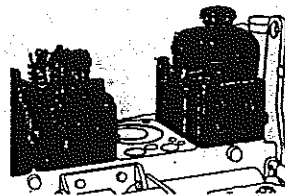
Six-cylinder, four-stroke Diesel engine with direct injection and with the combustion chambers mainly located in the piston crowns.

Cylinder block. The cylinder block and crankcase are integrally cast. Stress in the cylinder head bolts resulting from combus-

tion pressure is transmitted through stiffening sections in the walls of the cylinder block directly to the main bearings. The sump is of all-pressed sheet-metal with a stamped sealing flange.

The cylinder heads, one for each cylinder, are interchangeable. There is a separate, solid steel, cylinder head gasket for each cylinder. There are rubber seal rings and guiding sleeves for the water and oil channels.

The wet-type cylinder liners are replaceable. The liners are fitted with two sealing rings on the lower end and one on the upper section.



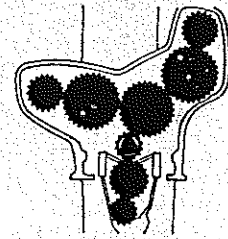
The separate cylinder heads and cylinder head gaskets provide excellent individual sealing for each cylinder. Servicing is simplified.

The light-alloy pistons are each fitted with an oil scraper ring and three compression rings, the upper one of which is mounted in an integrally cast ring carrier of iron.

The crankshaft is drop-forged and extra powerfully dimensioned. It is also statically and dynamically balanced and fitted with a fluid-type vibration damper. The crankshaft is journalled in seven main bearings.

The seven bearing gear-driven camshaft ensures exact valve timing. The valve stem wear caps and valve seats are replaceable.

Timing gears. The camshaft, fuel injection pump, oil pump, air compressor and servo-pump are all driven by gears from the camshaft.



All the timing gears are manufactured of high quality steel. Gear drive ensures more reliable running and enables a more compact design.

Lubricating system. All bearings, gudgeon pins, valve mechanism, timing gears and injection pump are pressure lubricated. The oil pump provides surplus lubrication under all operating conditions. The oil system has a capacity of approximately 20 litres (17½ Imp. quarts = 21 US quarts).

The lubricating oil is cleaned in an oil strainer before passing through the oil pump and it is then forced through a replaceable full-flow filter of paper type. A magnetic plug is also fitted.

The oil cooler holds oil temperature at a steady and suitable level even when high output is used for lengthy periods. A further advantage is that the oil warms up to operating temperature more quickly when starting from cold.

Cooling system. A generously dimensioned tubular radiator, with a pressure cap and expansion tank for ridding the system of air, provides effective cooling under all climatic conditions. The fan and coolant pump are driven by V-belts from the crank-

shaft. The coolant is forced from the pump through the cylinder block and round the cylinder liners. It then passes up through the calibrated openings to the cylinder head and then via the thermostat housing through the radiator and back to the water pump. The temperature is regulated by means of three wax thermostats, two of which are of the by-pass type. These contribute to rapid engine warmup and even engine temperature. A warning lamp lights if the cooling temperature exceeds 95° C. The capacity of the cooling system is approximately 36 litres (8 Imp. gals = 9½ US gals. approx.).

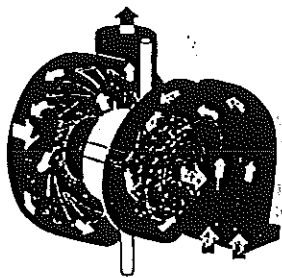
Fan. Optional equipment includes a thermostat-controlled fan. This ensures faster warmup, higher engine output, quieter running and lower fuel consumption.

Fuel system. The fuel injection pump is fitted with a centrifugal governor. The feed pump can be hand-primed. A separate acceleration control unit meters the amount of fuel fed to the engine in proportion to the air available for combustion. This results in cleaner exhaust gases during sudden acceleration or at low engine speeds.

Fuel oil is cleaned in four filters. These consist of a pre-filter at the feed pump, two parallel-coupled paper filters and a rod-type filter in each injector. A strainer is also fitted to the fuel tank.

The air cleaner is fitted with a replaceable paper filter. A pressure drop indicator shows when the filter must be replaced.

Turbo compressor. The Volvo Turbo is an exhaust-driven compressor which supplies the engine with extra air. This means that the engine is able to burn the fuel more effectively, resulting in higher output, lower fuel consumption and cleaner exhaust gases.



Power to drive the compressor is obtained from the energy in the exhaust gases. The Volvo Turbo provides a host of advantages, including: high output, low fuel consumption and cleaner exhaust gases.

FUEL TANK

The fuel tank is located on the left-hand side of the frame and has a capacity of 300 litres (66 Imp. gals = 80 US gals.).

INSTRUMENTATION

Speedometer with time-speed recorder, revolution counter, combined Instrument including fuel, oil pressure, coolant temperature gauges, compressed air gauge and ammeter.

Warning lamps for full headlights, traffic indicators, oil pressure/coolant temperature, air pressure in brake system, differential lock, parking brake and power take-off when fitted.

ELECTRICAL EQUIPMENT

Number of batteries	2
Voltage	24 V
Battery capacity	133 Ah
Alternator	980 W
Starter motor	6 h.p.

CLUTCH

Double dry disc	14"
Total friction area	2740 cm ² (425 sq.in.)

A hydraulic control system with helper spring provides low pedal pressure.

GEARBOX R 60

An eight-speed, fully synchronized unit with 8th gear as direct. The gearbox has a low-speed range (1—4) and a high-speed range (5—8) both of which include four gears. Change-over between the speed ranges is carried out by means of a toggle switch fitted to the gear lever. This means that the gear lever has only four positions for driving forward and one for reverse.

SR 61 gearbox

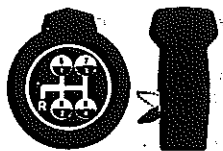
Fully-synchronized 8-speed basic unit with splitter section which gives 16 forward speeds.

Control is by means of a toggle switch on the side of the radio console.

Gear ratios

1st gear	10.60:1
2nd gear	7.40:1
3rd gear	5.20:1
4th gear	3.93:1
5th gear	2.70:1
6th gear	1.89:1
7th gear	1.32:1
8th gear	1.00:1
Reverse	8.80:1

There are power take-off covers on both the right-hand side and the rear end of the gearbox.



The R 60 is easily operated. The speed range change-over switch needs only to be used once for a gear change throughout the complete register. The low-speed range is used only for speeds of up to 20 k.p.h. (12 m.p.h.).



SR 61. The basic unit is operated in the same manner as the R 60. The high-speed range is pre-selected via a toggle switch. A warning lamp shows when the high-range is selected.

Power take-off, rear

Speed, R 60	0.61 × engine speed
Speed, SR 61	0.56/0.66 × engine speed
Torque	60 kgm (434 lb. ft.) Max. 15 min., 100 kgm = 725 lb. ft.)
Direction of rotation	Opposite to that of engine

Power take-off, rear (high-speed)

Speed, R 60	0.96 × engine speed
Speed, SR 61	0.88/1.05 × engine speed
Torque	25 kgm (180 lb. ft.) (Max 15 min., 35 kgm, 253 lb. ft.)
Direction of rotation	Same as that of engine

Power take-off, side

Speed, R 60	0.77 × engine speed
Speed, SR 61	0.73/0.87 × engine speed
Torque	Max 35 kgm (253 lb. ft.)
Direction of rotation	Same as that of engine

The power take-offs are compressed air controlled from the driving seat.

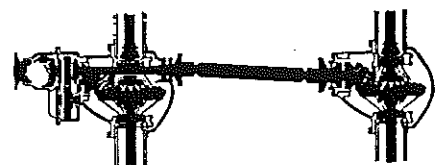
FINAL DRIVE UNIT

Fully articulating tandem-drive bogie. In addition to the differential in each rear-axle there is a third distributing differential to serve both bogie axles. Robust track rods keep the axles well located. Balance arms distribute the load between the two bogie axles thus ensuring the best tractive effort.

Two driven axles with single reduction of hypoid type

Change-down in both the bogie axles takes place in a hypoid cut spiral bevel gear. Large 16½" crown wheel. The pinion has two support bearings and one pilot bearing. The crown wheel and pinion are of hypoid type which gives a large degree of mesh.

Ratios	4.9:1 max train weight 55 ton 5.4:1 max train weight 70 ton
--------	--



Driving on both axles results in a reduced amount of tractive effort transmitted through each end, correspondingly, the amount of wear on pinion, crown wheel and axle is reduced. At the same time, the friction between tyres and road is utilized to the maximum.

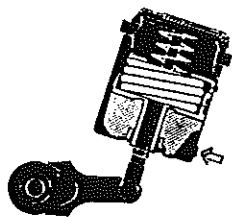
Differential locks. Three compressed air operated differential locks are featured. Twin controls on the instrument panel, one for the bogie axle differentials and one for the inter-axle differential. A warning lamp lights when the differentials are used.

BRAKE SYSTEM

Footbrakes. Split-circuit compressed air brakes with separate circuits for the driving wheels and front wheels plus trailing wheels.

Brake circuit working pressure	7.0—8.0 kg/cm ² (100—114 lb./sq. in.)
Compressor capacity at working pressure	280 litres/min. (10 cu.ft./min.)
Brake area, front axle	2010 cm ² (312 sq.in.)
Brake area, front driving axle	2675 cm ² (415 sq.in.)
Brake area, rear driving axle	2675 cm ² (415 sq.in.)
Brake area, total	7360 cm ² (1142 sq.in.)

Parking brake. A compressed air controlled spring brake system operating directly on the rear wheel brakes when the compressed air is evacuated. The brake control is located on the dashboard.



Take-up and disengagement of the parking brake is infinitely variable. This simplifies, for example smooth starting on an incline.

Trailer brakes are connected to the front wheel circuit and are controlled by the foot-brake. A manual control makes possible separate braking of the trailer.

Exhaust brake. This is electro-pneumatically operated and is controlled by a foot switch. It almost doubles the braking effect of the engine.

STEERING GEAR

Servo-steering with the servo unit incorporated into the steering box which is of the ball and nut type. The servo-pump is gear driven — an extra safety factor.

Turns of steering wheel	approx. 3.7
Wheel angle, inner wheel	45°
Steering wheel diameter	500 mm (20 in.)

RUNNING EQUIPMENT

Steel disc wheels. Dual rear wheels. Spare wheel in spare wheel holder (excl. FB 88-32)

Wheels	Tyres
8.0×20"	11.00—20"

Optional disc wheel equipment

Wheels	Tyres
8.0×20" (front only)	12.00—20"
8.5×20"	12.00—20"

Optional spoke wheel equipment

7.5×20"	11.0—20"
8.0×20"	11.0—20"
8.0×20"	12.00—20"

The choice of tyre dimension must take into consideration the load-bearing capacity required.

FRAME

The side and cross-members of the frame are manufactured of pressed U-section steel. The cross-members are riveted to the webs of the side-members.

Frame width	864 mm (34 in.)
Web height (constant)	241 mm (9.5 in.)
Flange width	86 mm (3.4 in.)
Material thickness	9.5 mm (5/16 in.)

Double frame above bogie unit, total material thickness 19 mm (3/4 in.) and also a stabilizing frame above the actual bogie unit of 9.5 mm (5/16 in.).

SPRINGING

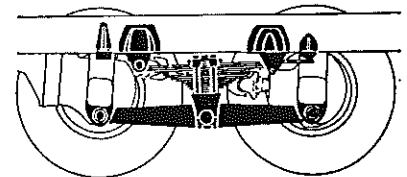
Front springs. Semi-elliptical leaf springs. These springs are anchored with threaded spring bolts in the front end and have a slipper-type anchorage at the rear.

Length	1600—1400 mm (63—65 in.)
Width	102 mm (4 in.)

Double-acting hydraulic telescopic shock absorbers.

Rear springs. Semi-elliptical leaf springs with progressive action. The front anchorages are by means of spring bolts and slipper-type anchorages are used at the rear. The two upper leaves are extended so that when the truck is empty they operate on full length. This results in a softer suspension.

Length	840 mm (33 in.)
Length, extended leaves	1120 mm (45 in.)
Width	102 mm (4 in.)



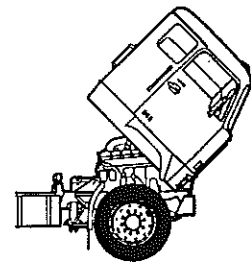
Rear spring action stiffens under load since the active length of the springs is then reduced. This provides good stability under all conditions of load.

CAB

The Volvo cab is a Wellit-insulated all-steel cab with sprung seats for the driver and passengers. The cab incorporates a spacious rest-berth screened by window curtains and drapes. Thermostatically controlled heating and ventilating system. An extra heater unit is located beside the driving seat.

Ventilation windows, windscreen wipers, windscreen washer, two internal sun visors, rearview mirrors, courtesy handles and traffic indicators are standard.

The Volvo cab is primer painted. As an option, the cab can be fitted with a hydraulic tilt unit.



The Volvo cab is all-welded and satisfies the Swedish safety regulations by a wide margin. The doors are fitted with safety locks. The tilt cab simplifies servicing and shortens workshop standstill.

OPTIONAL EQUIPMENT

SR 61 gearbox short cab
Optional running equipment
Speedometer without time-speed recorder
Thermostat-controlled cooling fan
Hydraulic cab tilting

EXTRA EQUIPMENT

Power take-off
Tow member
Hydraulic cab-tilting (not on short cab)

Weights kg (lb.)	G 88-35	G 88-45	G 88-49
Chassis weight, front axle	3,765 (8,290)	3,885 (8,550)	3,910 (8,600)
Chassis weight, bogie	4,115 (9,180)	4,215 (9,430)	4,230 (9,340)
Chassis weight, total	7,880 (17,370)	8,100 (17,980)	8,140 (17,940)
Max. front axle pressure	6,500 (14,300)	6,500 (14,300)	6,500 (14,300)
Max. bogie pressure	20,000 (44,100)	20,000 (44,100)	20,000 (44,100)
Max. GVW	26,000 (57,300)	26,000 (57,300)	26,000 (57,300)
Payload, incl. superstructure	18,100 (40,000)	17,900 (39,500)	17,800 (39,300)

Max. axle pressure and GVW apply on condition that they are approved by the transport authorities concerned.
 Chassis weights include: 10 disc wheel 8.0x20" with 11.00-20" tyres. Tilt cab and water, oil, full fuel tank, tools but not spare wheel or spare wheel holder.

Weight modification kg (lb.)	Front axle	Bogie	Total
Power take-off, rear	+10 (22)	—	+ 10 (22)
Power take-off, side	+10 (22)	+ 5 (11)	+ 15 (33)
Spare wheel with tyre 11.00-20" incl. spare wheel holder	—	—	+135 (300)
Short cab SR 61	-60 (132)	-10 (22)	- 70 (154)
	+60 (132)	—	+ 60 (132)

Length measurements, mm (in.)	G 88-35	G 88-45	G 88-49
A Wheelbase	3,500 (138")	4,500 (177")	4,900 (193")
Theoretical wheelbase	4,185 (165")	5,158 (203")	5,558 (219")
B Bogie wheelbase	1,370 (54")	1,370 (54")	1,370 (54")
D Front bumper — rear edge of cab, rest cab	1,915 (75.5")	1,915 (75.5")	1,915 (75.5")
short cab	1,515 (59.5")	1,515 (59.5")	1,515 (59.5")
E Centre of front axle — rear edge of cab, rest cab	1,060 (41.5")	1,060 (41.5")	1,060 (41.5")
short cab	660 (26")	660 (26")	660 (26")
G Overall chassis length, rest cab	7,100 (280")	8,920 (350")	9,600 (378")
short cab	7,327 (288")	9,250 (364")	9,900 (390")
I Front overhang	855 (33.5")	855 (33.5")	855 (33.5")
J Rear overhang, rest cab	1,375 (54")	2,195 (86.5")	2,475 (97.5")
short cab	1,607 (63")	2,525 (99.5")	2,775 (109")
Platform length, rest cab, min. approx.	4,670 (184")	6,440 (254")	7,120 (230")
max. approx.	4,920 (194")	6,710 (264")	7,440 (293")
short cab, min. approx.	5,470 (215")	7,180 (283")	7,880 (311")
max. approx.	5,700 (225")	7,480 (295")	8,190 (323")
Turning circle diameter	15,000 (50½ ft.)	18,600 (61 ft.)	20,000 (65½ ft.)

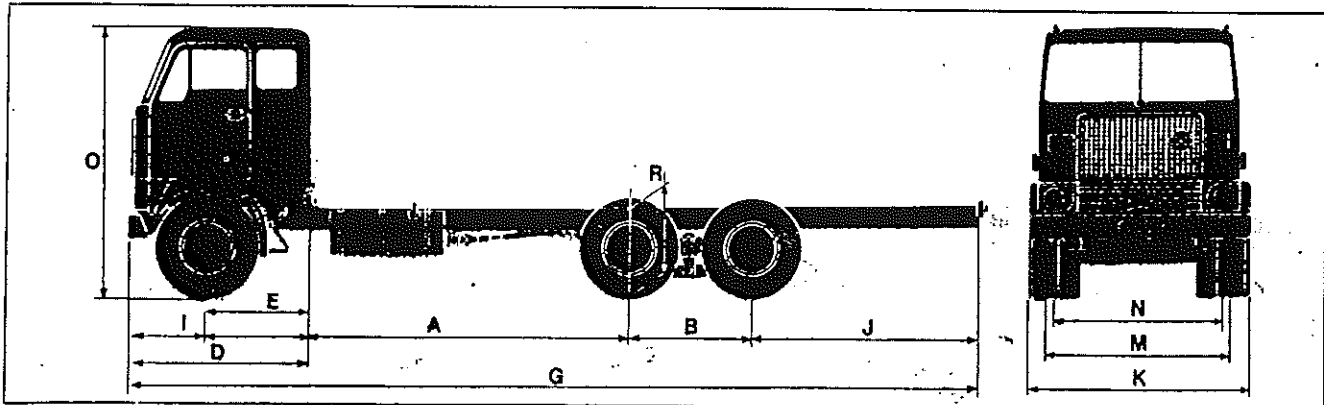
The platform length concerns a fixed platform on a standard chassis at the stated chassis weight. Calculated with 150 mm between the cab and the inner edge of the headboard. GVW 26,000 kg. Other equipment can result in different values.

Width measurements, disc wheels mm (in.)	Wheels Tyres	8.0x20"	8.0x20"
		11.00-20"	12.00-20"
Max. width, front		2,483 (98)	2,483 (98)
K Max. width, rear		2,476 (97½)	2,491 (98⅓)
M Track, front		2,022 (79¾)	2,021 (79¾)
N Track, rear		1,840 (72½)	1,840 (72½)

Width measurements spoke wheels mm (in.)	Wheels Tyres	7.5x20"	8.0x20"	8.0x20"	8.5x20"
		11.00-20"	11.00-20"	12.00-20"	12.00-20"
Overall width, front		2,417 (95)	2,417 (95)	2,417 (95)	2,417 (95)
K Max. width rear		2,462 (96¼)	2,483 (97¾)	2,498 (98½)	2,498 (98½)
M Track, front		2,043 (79¾)	2,032 (80)	2,031 (80)	2,018 (78½)
N Track, rear		1,846 (72½)	1,848 (72¾)	1,848 (72¾)	1,839 (72⅓)

Height measurements mm (in.)	Tyres	11.00-20"	12.00-20"
		O Cab roof—ground*	2,915 (114½)
R Frame—ground*	1,005 (39⅝)	1,020 (39½)	
R Frame—ground**	930 (37)	955 (37½)	

* At total chassis weight ** At GVW



The manufacturers reserve the right to modify design and equipment without previous notification.

