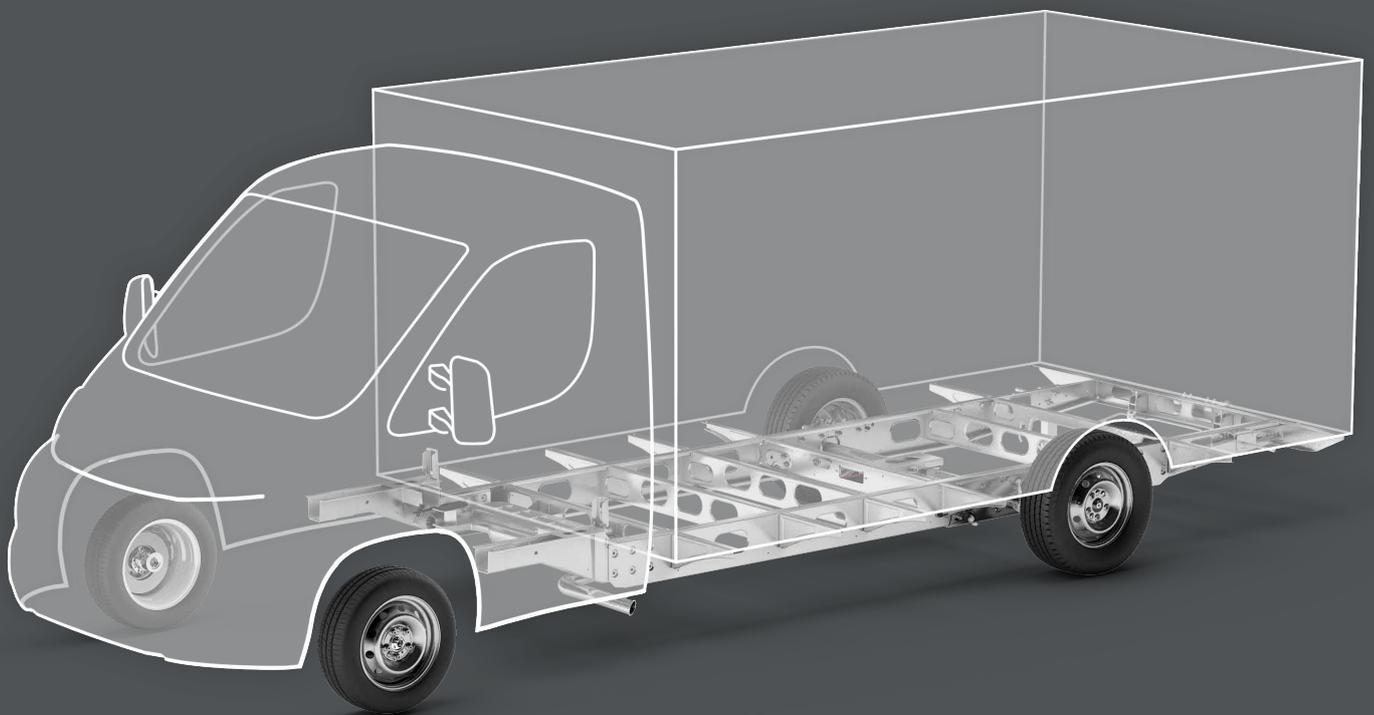


AL-KO COMMERCIAL VEHICLE CHASSIS

FIAT DUCATO, PEUGEOT BOXER, CITROËN JUMPER,
OPEL/VAUXHALL MOVANO



AL-KO VEHICLE TECHNOLOGY

BETTER TOGETHER – PART OF DEXKO



DEXKO[®]
G L O B A L

LEADING QUALITY ACROSS THE GLOBE TOGETHER

DexKo Global has customers on all six continents, is considered a quality leader in all its supplied markets, and stands for continuous improvement and innovation through intensive research and development work.

With the two subsidiaries Dexter Axle and AL-KO Vehicle Technology boasting decades of experience, the company is on course for an annual turnover of 2 billion US dollars.

QUALITY FOR LIFE



ABOUT THE AL-KO VEHICLE TECHNOLOGY GROUP

The AL-KO Vehicle Technology Group is a globally active technology group and a business unit of DexKo Global. With high-quality chassis and suspension components for trailers, leisure and commercial vehicles, as well as construction and agricultural vehicles, the group represents the best in functionality, maximum comfort as well as innovations to ensure greater driving safety.

Founded in 1931 the group today has around 3,800 employees and more than 40 locations worldwide.

Better together: AL-KO Vehicle Technology Group is part of DexKo Global, one of the world's quality leaders in trailer axles and chassis components and related product groups.

Member of **DEXKO**
G L O B A L

FOR WHEN THE BEST IS EXPECTED

We set new standards in the van class with the AL-KO CHASSIS and are specialists in innovative and intelligent fleet optimisation solutions.

Our variable lightweight chassis with wide-track chassis and independent wheel suspension form the foundation for this. This is the basis for more load capacity, greater load volumes, better ergonomics – and much higher cost effectiveness.



RESEARCH AND DEVELOPMENT

At AL-KO, research and development are firmly involved in the product creation process from the initial idea right through to production. The result: innovative solutions that satisfy the most demanding requirements. In close coordination and collaboration with the state-of-the-art testing department, our engineers at the new technology centre push individual components, assemblies and even finished products to the limit every day.

We are proud of our customised, state-of-the-art testing facilities that enable the most stringent endurance and wear tests under real operating conditions. In our market environment, they offer unique opportunities for the testing of individual components and entire vehicles. Only what is assessed as flawless receives our "Quality for Life" seal of approval at the end of the process!



AL-KO CHASSIS TECHNOLOGY

LOW FRAME CHASSIS

The innovative low frame chassis concept with frame lowering of up to 220 mm from the original frame results in a lower loading edge and/or frame height and a correspondingly reduced total vehicle height. The lower vehicle centre of gravity also significantly improves road holding, cornering response and cross-wind susceptibility.

FLEXIBLE FRAME DIMENSIONS

Variable wheelbases and overhangs in conjunction with the offered axle and frame gauges enable a customised solution for nearly all body types and transport requirements for optimal axle distribution.

LONG SERVICE LIFE

Hot-dip galvanised frame parts guarantee optimal corrosion protection.

INCREASED PAYLOAD

Thanks to intelligent lightweight construction technology.

EASY TO SERVICE

Bolted frame parts are easy to service, ensuring shorter periods of downtime for repairs.

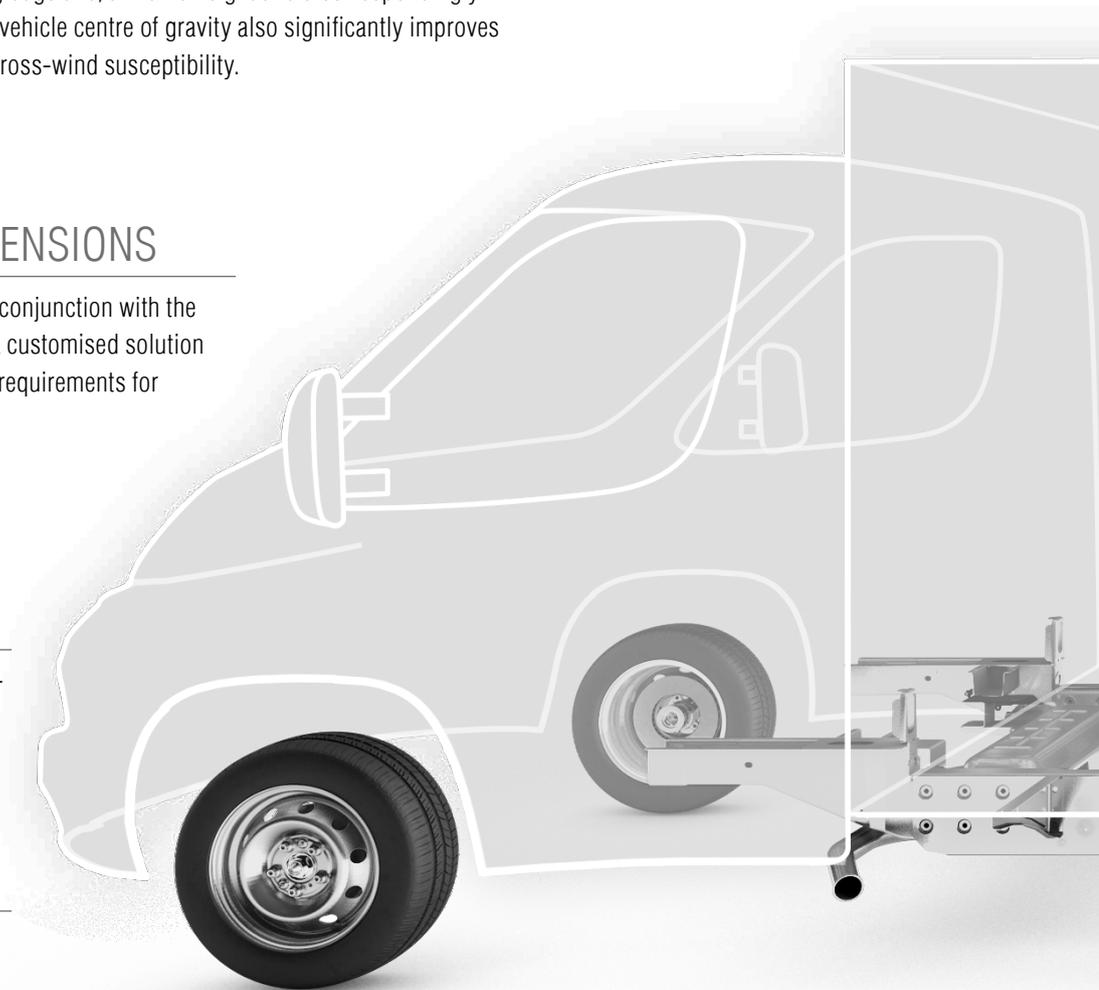
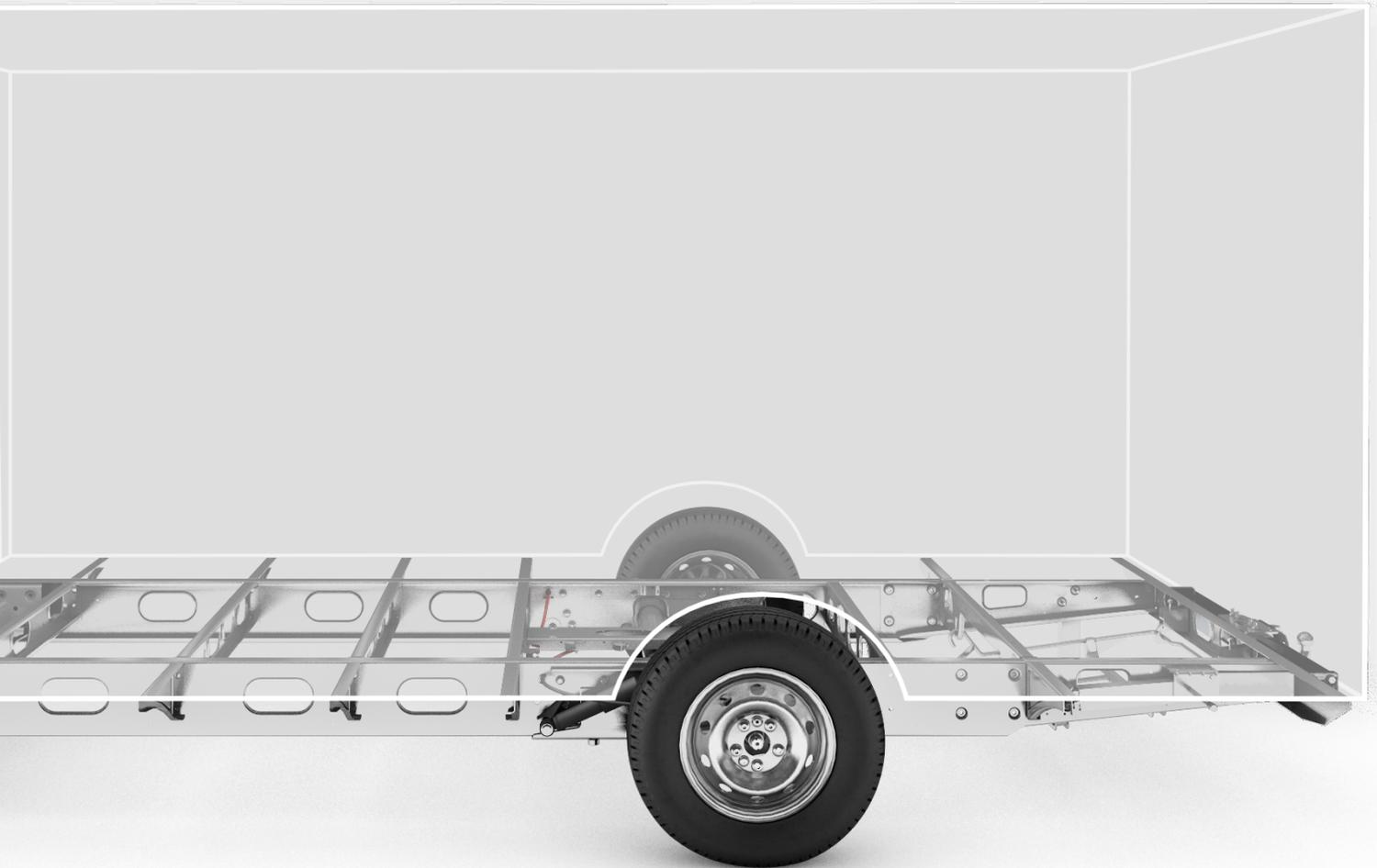


Figure shows special equipment



TRAILING ARM AXLE

The perfectly coordinated AL-KO trailing arm axle with independent wheel suspension and torsion bar suspension ensures impressive, car-like suspension comfort. For the highest demands for comfort, the AL-KO Air Premium full air suspension system with automatic level control, lifting/lowering and auto-level function is also available as an option.



WIDE TRACK CHASSIS

The larger rear axle gauge, up to 310 mm compared to the original series chassis, has considerably improved roll stability, thus ensuring excellent driving dynamics, the best possible safety and outstanding driving comfort.

ESP

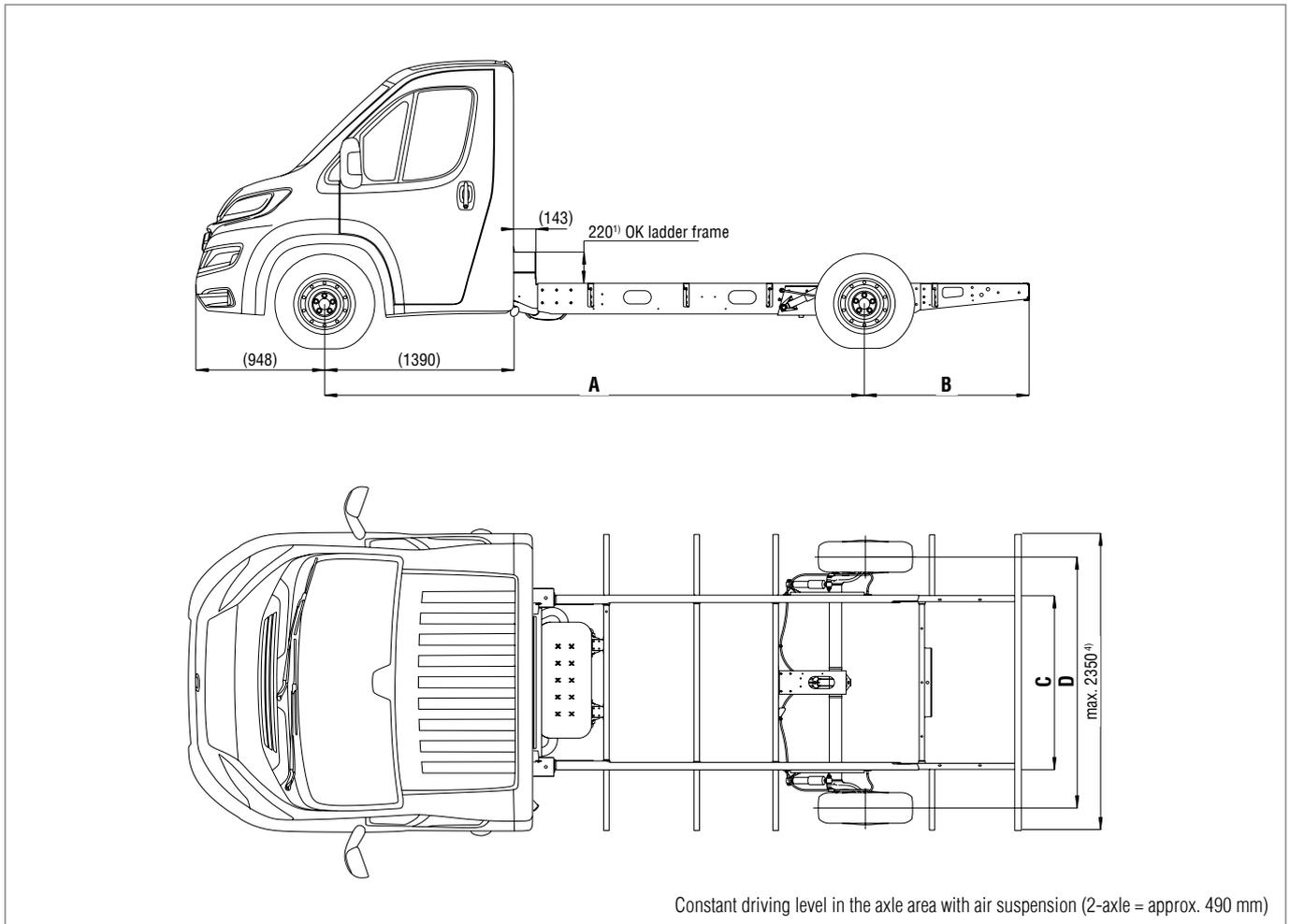
ESP (Electronic Stability Program) is available as standard as an added safety bonus.

NOTICE

Warranty work to the base vehicle is carried out by the retailer network of the base vehicle manufacturer.

TECHNICAL DATA

AL-KO 2-AXLE LOW FRAME



STANDARD DIMENSIONS ⁶⁾

Wheelbase A (mm)	3,320 ²⁾ 3,450 3,643 3,800 3,896 4,035 4,143 4,343 max. 4,700
Overhang B⁵⁾ (mm)	824 924 1,024 1,147 1,247 1,344 1,447 1,547 1,647 1,747 1,847 1,947 max. 2,500
Frame width C (mm)	1,152 1,295 1,535
Track width D (mm)	1,717 1,860 2,100 ³⁾

Spare wheel carrier (optional) can be mounted from overhang (B) 1,147 mm; length dimensions refer to track width 1,860 mm.

Technical modifications reserved.

FRAME HEIGHT IN AXLE RANGE ^(approx. values)

Tyre size	Frame height (mm)	
	empty	loaded
215/70 R 15C	520	420
225/70 R 15C		
225/75 R 16C	540	440

¹⁾ Further frame lowerings on request

²⁾ 3,320 mm wheelbase only for light type

³⁾ For a track width of 2,100 mm the frame longitudinal members are cranked.

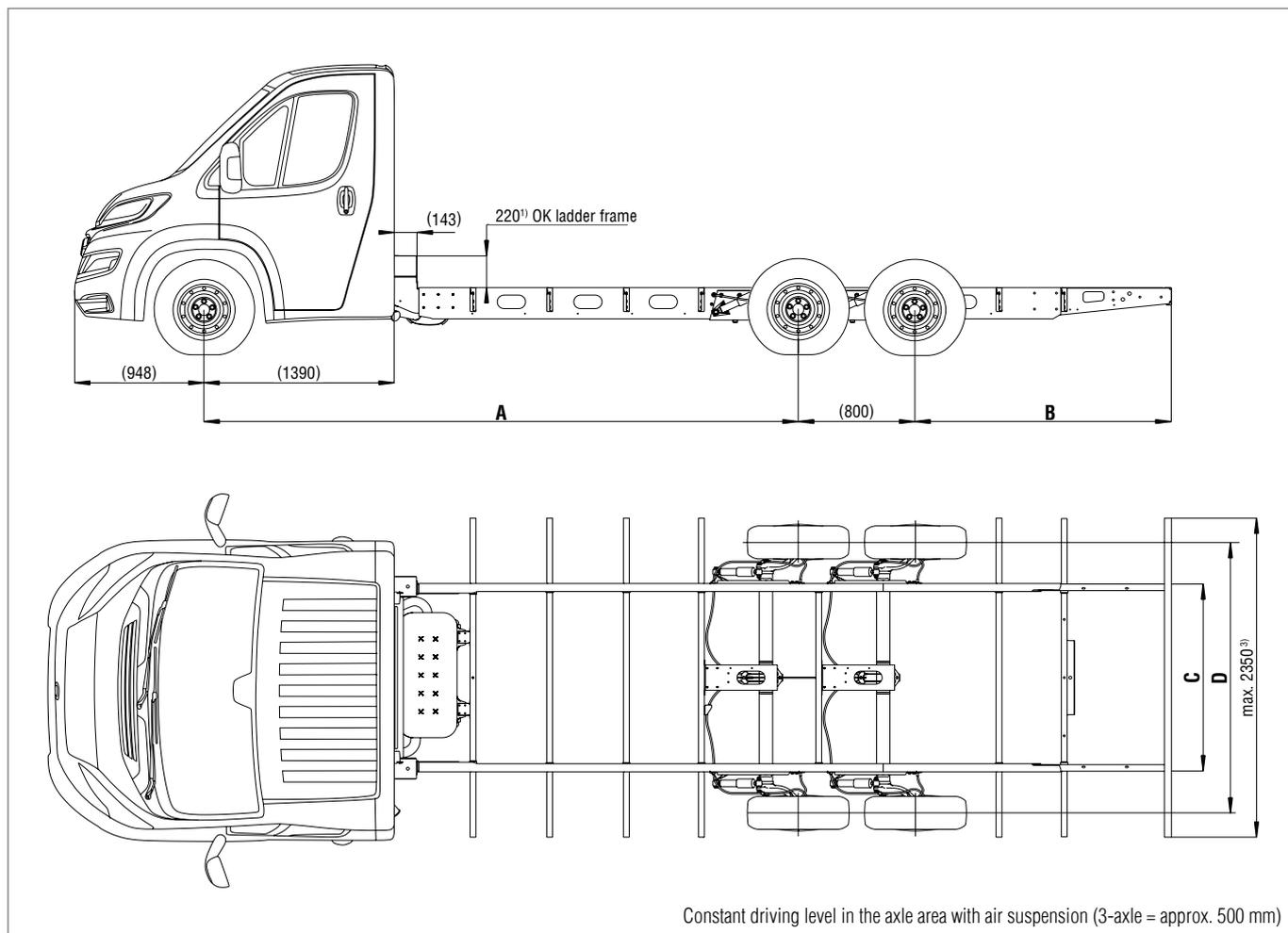
Track width 2,100 mm only from wheelbase 3,643 mm

⁴⁾ Depending on the body width, use suitable exterior mirrors

⁵⁾ Overhang max. 60% of wheelbase A, max. 2,500 mm

⁶⁾ Deviating construction dimensions on request

AL-KO 3-AXLE LOW FRAME



STANDARD DIMENSIONS ⁵⁾

Wheelbase A (mm)	min. 3,450 3,643 3,800 3,896 4,035 4,143 4,343 4,470 max. 4,700
Overhang B⁴⁾ (mm)	824 924 1,024 1,147 1,247 1,344 1,447 1,547 1,647 1,747 1,847 1,947 max. 2,500
Frame width C (mm)	1,152 1,295 1,535
Track width D (mm)	1,717 1,860 2,100 ²⁾

NOTICE: 3-axle low frame only approved for integral bodies!
Other body types after consultation.

Spare wheel carrier (optional) can be mounted from overhang (B) 1,147 mm;
length dimensions refer to track width 1,860 mm.

Technical modifications reserved.

FRAME HEIGHT IN AXLE RANGE (approx. values)

Tyre size	Frame height (mm)	
	empty	loaded
225/75 R16 C	560	470

¹⁾ Further frame lowerings on request

²⁾ For a track width of 2,100 mm the frame longitudinal members are cranked
Track width 2,100 mm only from wheelbase 3,643 mm

³⁾ Depending on the body width, use suitable exterior mirrors

⁴⁾ Overhang max. 60% of wheelbase A, max. 2,500 mm

⁵⁾ Deviating construction dimensions on request

TYPE OVERVIEW

Permissible weights, axle loads, towable loads

AL-KO type	Base vehicle type	Base vehicle model	Vehicle class	Perm. gross weight kg	Perm. front axle load kg	Perm. rear axle load kg	Perm. towable load kg	Perm. gross combination weight kg	Permitted wheelbase range
AMC 35L	35L	Fiat Ducato	M1*/N1	3,500	1,850 ¹⁾	2,000	2,000	5,500	3,300 – 4,700 mm
AMC 37L	35L	Fiat Ducato	M1*/N2	3,650	1,850 ¹⁾	2,000	2,000	5,500	3,300 – 4,700 mm
AMC 38L ³⁾	35L	Fiat Ducato	M1*/N2	3850 ³⁾	1,850 ¹⁾	2,000	2,000	5,500	3,300 – 4,700 mm
AMC 35HA	40H	Fiat Ducato	M1*/N1	3,500	2,100	2,500	2,000	5,500	3,450 – 4,700 mm
AMC 45H	40H	Fiat Ducato	M1*/N2	4,500	2,100	2,500	2,000	6,000	3,450 – 4,700 mm
AMC 35HV	40H	Fiat Ducato	M1*/N1	3,500	2,100	1,200 / 1,200	2,000	5,500	3,450 – 4,700 mm
AMC 50HS	40H	Fiat Ducato	M1*/N2	5,000	2,100	1,600 / 1,600	2,000	6,000	3,450 – 4,700 mm

Permissible weights, axle loads, towable loads

AL-KO type	Base vehicle type	Base vehicle model	Vehicle class	Perm. gross weight kg	Perm. front axle load kg	Perm. rear axle load kg	Perm. towable load kg	Perm. gross combination weight kg	Permitted wheelbase range for ESP adaptation
AMC 35L	335 / 3-35	Fiat Ducato, Peugeot Boxer, Citroën Jumper, Opel/Vauxhall Movano	M1*/N1	3,500	1,850	2,000	2,000	5,500	3,300 – 4,700 mm
AMC 37L	335 / 3-35	Fiat Ducato, Peugeot Boxer, Citroën Jumper, Opel/Vauxhall Movano	M1*/N2	3,650	1,850	2,000	2,000	5,500	3,300 – 4,700 mm
AMC 38L	335 / 3-35	Fiat Ducato, Peugeot Boxer, Citroën Jumper, Opel/Vauxhall Movano	M1*/N2	3,850	1,850	2,000	2,000	5,500	3,300 – 4,700 mm
AMC 35HA	440 / 4-40	Fiat Ducato, Peugeot Boxer, Citroën Jumper, Opel/Vauxhall Movano	M1*/N1	3,500	2,100	2,500	2,000	5,500	3,450 – 4,700 mm
AMC 45H	440 / 4-40	Fiat Ducato, Peugeot Boxer, Citroën Jumper, Opel/Vauxhall Movano	M1*/N2	4,500	2,100	2,500	2,000	6,000	3,450 – 4,700 mm
AMC 35HV	440 / 4-40	Fiat Ducato, Peugeot Boxer, Citroën Jumper, Opel/Vauxhall Movano	M1*/N1	3,500	2,100	1,200 / 1,200	2,000	5,500	3,450 – 4,700 mm
AMC 50HS	440 / 4-40	Fiat Ducato, Peugeot Boxer, Citroën Jumper, Opel/Vauxhall Movano	M1*/N2	5,000	2,100	1,600 / 1,600	2,000	6,000	3,450 – 4,700 mm

*M1 with special purpose vehicles

1) The FIAT 35L and 36.5L powerhead versions (in combination with automatic transmission) receive a permitted front axle load of 1,960 kg.

2) Combination of Air Premium X2/X4 with electric parking brake (in preparation) is not possible on grounds of insufficient assembly space.

3) AL-KO 38L only for Fiat type 35L, 36.5L EURO VI

4) In clarification

NOTES

I Legal requirements for the finished vehicle must be clarified by the body manufacturer and observed when the power head is delivered, e.g. vehicle class N2 speed limitation device or corresponding emergency brake assist systems.

The approval type chosen for the completed vehicle and its emissions are the body manufacturer's responsibility.

I Permitted body type

I 3-axle low frame only approved for integral installations! Other body types after consultation.

I For the power head disposition, please note:

Mandatory:

I Body manufacturer pre-cabing (electronic interface B pillar) e.g. Fiat part no. 081

Required/useful if needed:

I Digital tachograph (for vehicle class N2 => perm. gross weight > 3500 kg) (without calibration of standard equipment on Ducato Maxi 40) e.g. Fiat part no. 650

I Exterior mirrors for vehicle width 2,200 mm (no retrofitting by AL-KO possible) e.g. Fiat part no. 036

I Exterior mirrors for vehicle width 2,350 mm (no retrofitting by AL-KO possible) e.g. Fiat part no. 042

I Rear lights cable extension – loose (not in AL-KO scope of delivery!) e.g. Fiat part no. 391

I Original rear lights – loose (not in AL-KO scope of delivery!) e.g. Fiat part no. 4EA

ACCESSORIES / SPECIAL EQUIPMENT

Permitted chassis variants

- Torsion bar suspension, Air Premium X2/X4 ²⁾
- Torsion bar suspension, Air Premium X2/X4
- Torsion bar suspension, Air Premium X2/X4

Permitted chassis variants for ESP adaptation

- Torsion bar suspension, Air Premium X2/X4

MECHANICAL CLICKFIX STEADY LEG



- | Robust construction for firm, secure positioning
- | Quick and easy operation: Just half a turn of the crank is enough to move the steady leg into the vertical support position
- | Dynamic load capacity 500 kg, static 1,000 kg

AIR PREMIUM X4 FULL AIR SUSPENSION SYSTEM



- | Optimal suspension comfort
- | Fully automatic level regulation
- | Many lifting/lowering functions
- | Softtouch remote control as standard
- | Maintenance-free
- | Optionally also for AL-KO rear axle(s) only (Air Premium X2)

SPARE WHEEL CARRIER



- | Spare wheel secured in the rear of the chassis
- | Easy retrofitting to most AL-KO CHASSIS with straight rear structure
- | Low mounting effort – Easy to operate with standard on-board tool kit

TOWBAR



- | Precisely correlated to the AL-KO CHASSIS
- | With the highest level of safety
- | Low mounting effort
- | High-quality surface protection

AL-KO

QUALITY FOR LIFE

Member of **DEXKO**
GLOBAL

ALOIS KOBER GMBH

Ichenhauser Straße 14

89359 Kötz

Germany

T +49 8221 97-0

info@alko-tech.com

www.alko-tech.com

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