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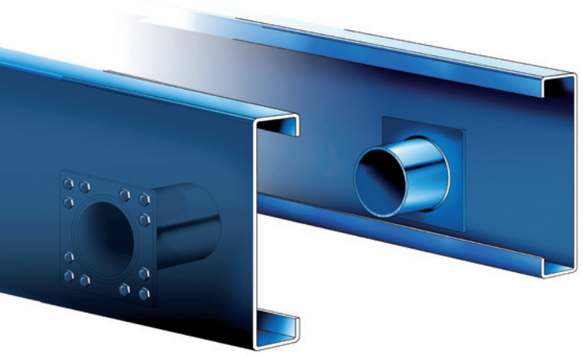

## SISU frame

When you need power and torque, and plenty is available, it is critical to transmit it to the ground efficiently through the axles. An orthodox frame structure optimised for the task in hand is key in this respect.

SISU Timber uses a 460 mm high C-profile frame, which needs no separate sub-frame. This frame solution, makes it possible to combine strength with a lighter, simpler, optimised torsional rigidity. The frame equipped with round, closed cross-members is stable even with heavy loads and, as a result, guarantees better starting power and a more comfortable drive.

**SISU Timber is a truck that is ready to work! It is an investment, which starts to pay itself back as soon as it is handed over to the customer. SISU Timber is completely tailored to the customer's needs. The most suitable solutions can be selected from a range of different mudguards, load binding solutions, protective coverings, fittings for the crane mounting etc.**

### Technical information

| Frame | Cabin | |
|---|---|---|
| SISU high C-profile C-460 frame | Day cab | |
| | Sleeper cab | |
| | Sleeper cab, high roof | |
| **Engine** | | |
| Mercedes-Benz OM501LA, V6 | power 350 kW – 480 hp | torque 2,300 Nm |
| Mercedes-Benz OM502LA, V8 | power 405 kW – 550 hp | torque 2,600 Nm |
| Mercedes-Benz OM502LA, V8 | power 440 kW – 600 hp | torque 2,800 Nm |
| **Transmission** | | |
| Mercedes PowerShift G280-16 | unsynchronised fully-automated transmission | |
| Mercedes Telligent G240-16 | synchronised transmission<br>clutch pedal-operated Telligent gear change | |
| Eaton Fuller RTLO 20918 | unsynchronised manual transmission | |
| **Vehicle steering system** | **Vehicle suspension system** | |
| Mechanical-hydraulic, number of axles adapted in relation to size of chassis and location of steering axles. | Steel, trapezoid or parabolic-type leaf springs, and compressed air suspension on some of the axles, several different alternatives. | |
| **Superstructures** | | |
| Factory-fitted superstructures specially developed for SISU Timber based on customer needs and wishes providing the opportunity to select all the latest accessories for timber trucks. Furthermore, many accessories have a number of alternatives regarding structure, material, etc. In the structures and their tailoring, efforts have been made to create an end-product that is as fit-for-purpose as possible. | | |
| **Axles** | | |
| Heavy-duty axles developed for the most demanding conditions. Our wide axle range provides the opportunity to select the axle combinations and transmissions that best suit each type of vehicle. Load capacity on front axles 9–10 tonnes, and 19–22 tonnes in the bogies. Brakes electronically controlled pneumatic brakes, disc brakes on the front axles, drum brakes on the rear axles. | | |

SISU reserve the right to make changes without further notice. 08/2011

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SISU TIMBER TRUCKS

https://truckmanualshub.com/

## A ready-made solution for productive operations

**SISU Timber is the only timber truck on the market that is fully ready to work straight from the factory.**

SISU Timber is always designed and manufactured for each individual customer. Rather than treating the chassis and superstructure as separate entities, the vehicle is built with the final purpose in mind throughout the whole process. This approach enables us to meet the needs and wishes of the customer much more accurately and efficiently than by building the vehicle in the traditional way.

When the design has been created with a clear idea of the vehicle's end use in mind, the structures can be crafted all the way from large subassemblies to smaller details to suit the final purpose. This means in practice stronger, simpler and lighter solutions.

Manufacturing a vehicle that is fully designed in advance makes sense and can be carried out quickly. Subassemblies are manufactured and installed wherever it is most efficient to do so. The end-result is a complete transport solution tailor-made for the customer with no compromises.

SISU grants a full warranty for the whole vehicle as delivered from factory, superstructures included. A vehicle that is ready for use ex-factory, complete with a factory warranty, is a safe and profitable choice for a transport business.

### Innovative SISU technology

Bold and innovative design carried out in co-operation with end users guarantees the latest technical solutions best suited to the business of our customers.

### Power train

SISU Timber is powered by a V6 or V8 engine, capable of producing 480–600 hp and 2300–2800 Nm of torque respectively.

Telligent® gearshift offers the best usability of any manual gearshift. With a very short gear selection path, the gearshift can be operated with a slight movement of the hand. Changing gears is easy, simply move the gearstick forwards or backwards and then press the clutch pedal.

PowerShift automated transmission makes for a pleasant driving experience. The fast gearshift of the PowerShift Offroad automated transmission continues to deliver high power during long ascents and when traction is poor.

If automated transmission is not enough, Fuller can help. With unsynchronised manual transmission, a skilled driver can outperform any automated transmission. The legendary Eaton Fuller is making a comeback on Finland's forest roads in the SISU power train. The Fuller transmission range is by far the widest selection of transmissions available on the market.

The lowest gear guarantees that the vehicle can pull away in the forest, and the highest guarantees the most cost-efficient driving on the road with or without a load.

### Bogie drive

Increased engine power and heavy-duty trailers require the most powerful traction possible, especially in the forest. Similarly, the vehicle needs to be agile on narrow forest roads, and run cost-efficiently on main roads.

Equipped with a hydraulic lift and drive disconnect, the bogie developed by SISU, meets these rigorous requirements in one vehicle. The hydraulic lift is integrated into the chassis structures, so it is stable and provides very powerful lift. If necessary, the bogie can be lifted when loaded. An unloaded vehicle can be driven with the rearmost drive axle lifted and drive disconnected. This gives it the agility of a traditional bogie lift truck, but with a smoother ride, fewer moving parts and naturally, better cost efficiency.

### Bogie lift

SISU's legendary bogie lift solution is available on vehicles of up to 550 hp. The springs (trapezoid or parabolic) located above the axle and the separate hydraulic cylinders located outside the frame and connected to ingenious lifting linkage guarantee powerful lift even with a full load.

In addition, the sturdy structure makes driving an unloaded vehicle stable. If necessary, the vehicle can be equipped with a friction drive unit for extra traction power.