

Assembly instructions for BR 13x-2 / 14x-2 / 248-2

Subframes



It is essential that this instruction is read through completely and carefully before you begin with the assembly.



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1. Introduction, important notes



These instructions explain the assembly of subframes for the box body kits BR13x-2, 14x-2 and 248-2, both as a kit as well as pre-assembled. The aluminium subframes are intended for the tonnage class up to 7.5 tonnes. The steel subframes are to be used for 14x-2 and 248-2 box body kits with a permitted gross vehicle weight of 7.5 - 26 tonnes.

Therefore please **adhere to the work instructions described here**, particularly the following warning notes, **otherwise the guarantee is void**. Please note that coloured illustrations are for illustrative purposes only. **Get in touch with us immediately in case of uncertainties.**

We recommend that you mount the subframe directly onto the chassis. The work requires 1-2 fitters with training as vehicle or body fitters or equivalent.

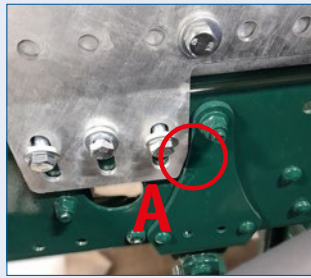
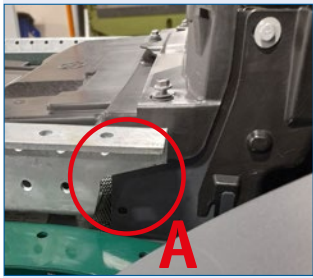
1.1 Warning notes

The intended purpose of the kit is generally not known exactly to AluTeam. **You as the body builder must coordinate the ordering and processing of the subframe with the requirements of your customer and the bodywork guidelines of the chassis manufacturers.** It is also your responsibility to pay attention to the positioning as well as the type of connection, shear soft or shear stiff.

- Store the kit in a dry and clean place (not outdoors.) If necessary, secure components or the pre-assembled subframe from falling over.
- Never place screws at an angle. The screws may not be tilted. *Adhere to the torques (1.4).* Undershooting weakens the strength of the system. Significant overshooting can lead to damage to component parts!

AluTeam kits can be assembled in any well-equipped workshop. When unloading and assembling, be sure to observe the instructions listed here.

Please understand that we reserve the right to make changes to the scope of delivery in terms of its form, equipment and technology.



*Suspended loads
on the crane*



*Objects
falling-down*



*Tipping over parts or
module assemblies*



*Dangerous
material contents*

- Connect the component parts directly with the screws that are supplied. The contact surfaces must be free of dirt. All our fasteners are corrosion-resistant and designed to fit the kit perfectly. That is why, even when carrying out repairs, **you should only use genuine AluTeam parts**
- At least the two front fastenings. On some chassis, the four front fastenings, must also be spring-mounted. Otherwise, forces occurring during driving, e.g. when cornering, load changes or uneven loading, will be transferred to the body. There they can cause damage to the body and/or substructure.
- The body builder manufacturer is responsible for any adaptation work, e.g. drilling/cracking in the longitudinal members and recesses in components (A). In this regard, complaints are excluded from the guarantee.

1.2 Notes on safety

Pay attention to your own safety and to that of your employees.

Working with construction sets involves hazards. Therefore caution is always advised, in particular you should absolutely:

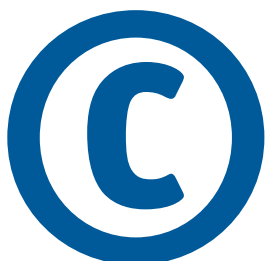
- ... **wear protective equipment.** Wear **safety shoes** in case heavy parts fall and always wear **safety gloves** when using pneumatic tools such as screwdrivers and grinders. **Ear protection** and **safety glasses** should also be worn, as should a **helmet** when working with a crane.
- ... use a spreader bar when unloading or transporting the kit in the transport frame with a crane. When using a forklift truck, push the transport frame completely onto the forklift teeth.
- ... assembling the subframe without a crane or forklift truck is very time-consuming and it endangers the safety of your employees. Always assemble with the aid of a crane or forklift truck.
- ... only lift assemblies vertically and not at an angle! Never step under lifted loads! The suspension in the crane must always be implemented over the module assembly centre of gravity!
- ... only place kits on level surfaces and secure them against tilting, tipping or falling over.
- ... remove all packing straps in the specified order during assembly. Always remove the white packing straps first. The individual component parts and groups have a red packing band. Secure the part to be removed from tipping over before cutting the packing tape.
- ... the relevant legal provisions must be complied with. The body builder is solely responsible for ensuring this.
- ... ensure that there is sufficient space during assembly. **In order to ensure safe and trouble-free assembly, you need at least three metres of free space on both sides, to the right and left of the vehicle and behind the vehicle!**

1.3 Required tools and equipment

Place the following equipment correctly before the assembly:

- o Measuring tape
- o Compressed air or cordless screwdriver with appropriate inserts for hexagonal screws, and torque adjustment if necessary
- o Drilling machine, set of different metal drills
- o Ring spanner SW 17+19 (if necessary ratchet with sockets)
- o Straightening rod or string
- o Screw clamps
- o Torque wrench up to 200 Nm





1.4 Tightening torques of the screws

The tightening torque for the screws with a hexagonal head is $80 \text{ Nm} \pm 5 \text{ Nm}$ (thread dry).

Check the torque using appropriate measuring equipment.

Caution: *Tighten all screws to the specified torque; failure to do so will void the warranty and invalidate any claims.*

1.5 Copyright

The copyright of these instructions lies with AluTeam. They are intended for the assembly company and its staff and either in whole or in part, may not be:

- duplicated
- disseminated or
- be communicated to others.

Contraventions may entail civil and legal penalties!

2. Assembly of the kit for an aluminium subframe



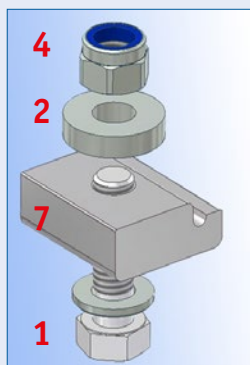
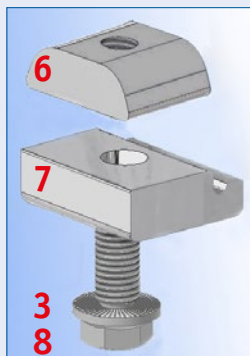
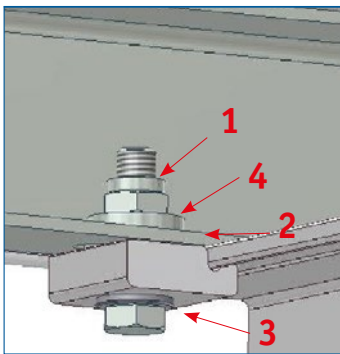
Check the dispatch with the enclosed packing list for completeness. Notify any damage incurred during transit immediately to the delivering forwarding agent.

2.1 Scope of delivery for the aluminium subframe

The scope of delivery includes:

- o 2 pcs. longitudinal member, length depending on the nominal length of the body, aluminium
- o 1 end member, coated steel
- o Number of cross members, depending on the nominal body length, aluminium
- o 1 pc. Hot-dip galvanised steel for BR 133-2 136-2, 137-2, 138-2, 139-2 or 2 brackets for BR 14x-2, hot-dip galvanised steel
- o Clamping sets according to the number of cross members, consisting of:
 - o Clamping plate, with hole, aluminium
 - o Threaded piece with thread, aluminium
- o Number of brackets, sliding plates and clamping plates depending on the nominal case length and the chassis version, steel hot-dip galvanised or coated
- o screws, washers and nuts

Caution: *The screws, washers and nuts for connecting the substructure and chassis are not included in the scope of delivery. The screws or rivets for connecting the subframe to the body are included in the assembly material for the body. Their use is described in the assembly instructions for the body.*



2.2 Fastening elements for the aluminium substructure

- A correct **screw connection** (clamping set) **from the longitudinal member to the front member and rear member** consists of:

- 1 screw M12x45 DIN 931 10.9 VZ, item no. MD100236
- 2 Washer DIN 7349 VZ top, item no. MD110032
- 3 Washer DIN 125 bottom, item no. MD110020
- 4 Lock nut M12 DIN 985, item no. MD120015

- The **clamping set for the cross member** for

- 5 Rounded longitudinal member:
- 6 Threaded piece, with M 12 thread, item no. VS100116
- 7 Clamping plate, with hole $\varnothing 13$ mm, item no.. VS100070
- 3 Washer DIN 125 bottom, item no. MD110020
- 8 screw M12x40 DIN 933 10.9 VZ, item no. MD100152

- The **clamping set for the locking of the rear and front member** consists of:

- 4 Lock nut M12 DIN 985, item no. MD120015
- 2 Washer DIN 7349 VZ top, item no. MD110032
- 7 Clamping plate, with hole $\varnothing 13$ mm, item no. VS100070
- 1 screw M12x45 DIN 931 10.9 VZ, item no. MD100236

Caution: Tighten all screws to the specified torque (see 1.4).

Depending on the chassis and the scope of the order, you will receive the appropriate brackets for this purpose:

- Mounting bracket VS1000136** for:
Ford Transit, MB Sprinter, Opel Movano X62, Renault Master
- Mounting bracket VS1000137** for:
Citroen Jumper, Fiat Ducato, Opel Movano X62 / X250, Renault Master, VW Crafter / MAN TGE, Toyota Proace max, Peugeot Boxer

- Mounting bracket VS1000138** for: MB Sprinter, Renault Master

- Mounting bracket VS1000146** for: MAN TGE, VW Crafter

- Mounting bracket VS1000147** for: Renault Master

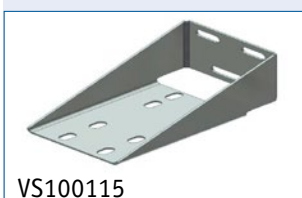
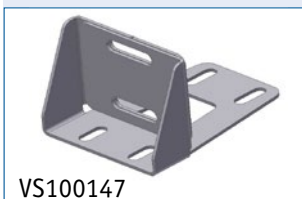
- Mounting bracket VS1000148** for: Iveco Daily

- Clamping plate VS1000067** for:
Ford Transit, Opel Movano, Renault Master, MB Sprinter

- Clamping plate VS1000073** for: Fiat Ducato, Opel Movano X250, Peugeot Boxer, Toyota Proace max

- Clamping plate VS1000075** for:
Ford Transit, Opel Movano X62, Renault Master

- Mounting bracket VS1000115** above the rear axle on the inside of the chassis for: VW Crafter, MAN TGE
- Mounting bracket VS1000071** above the rear axle on the inside of the chassis for: MB Sprinter





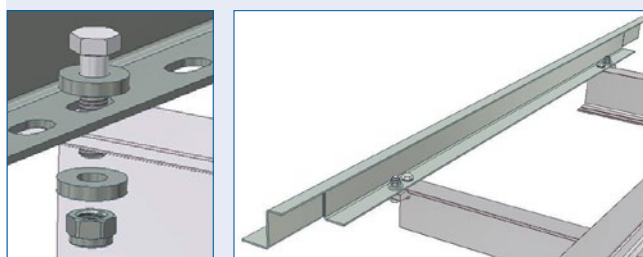
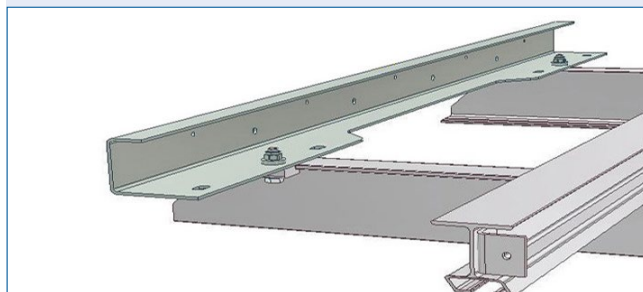
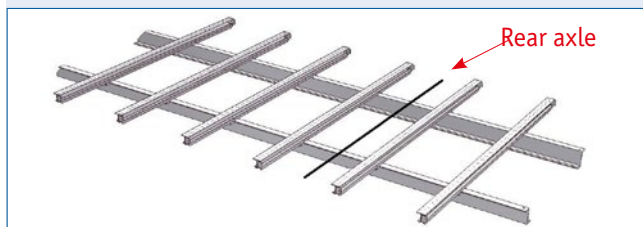
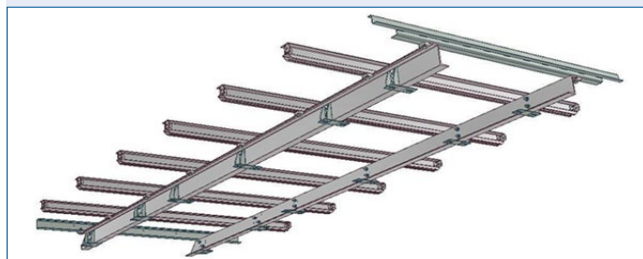
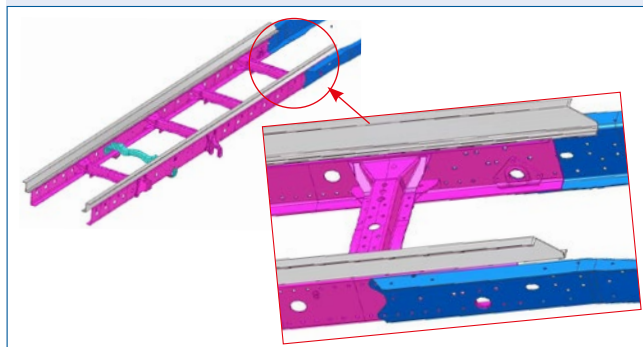
VS100141

VS100130



VS100079

VS100080



- **Mounting bracket VS100141** for:
Iveco Daily (Eurocargo) / Mitsubishi Fuso Canter / DAF
MAN TGL, TGM, TGS, TGX, TGA ab 7,5t / MB Atego 7,5t /
Renault Mascott, Maxity/ Nissan Cabster / Scania
- **Push plate VS100130 in the axle area** for:
Iveco Daily (Eurocargo) / MAN 7,5t / DAF 7,5t / MB Atego 7,5t
- **Mounting bracket VS100079** above the rear axle
on the inside of the chassis for:
Citroen Jumper / Fiat Ducato / Peugeot Boxer
- **Mounting bracket VS100080** above the rear axle
on the inside of the chassis for:
Renault Master / Opel Movano

2.3 Assembly sequence for aluminium subframe

- Position the longitudinal members on the chassis so that the slope of the longitudinal member faces forward and the upper leg of the member faces outward.

Align the longitudinal members and fix them with the screw clamps.

The exact longitudinal position of the members and as such, the distance between the body and the driver's cab **is determined by you** as the body builder, taking into account the body guidelines of the respective chassis manufacturer.

- Connect the brackets to the chassis in **accordance with the vehicle manufacturer's installation guidelines**. These apply, in particular, to any holes that are required in the chassis longitudinal members.

For the longitudinal member connection, 2 screws incl. washers and nuts are generally used for the brackets.

- Starting from the rear axle, mount the two middle cross members half the distance of a cross member to the front and half the distance of a cross member to the rear.

Then fit the other middle cross members according to the dimensions given in the data sheet. Fix the members, however only hand-tight. Use a clamping set (*see p. 5*) for this version.

- Align the cross members so that they are parallel and longitudinally aligned using a straightening rod or string.

Measure the diagonals of the subframe and correct the alignment if necessary, in order to be able to mount the floor panels correctly later. Screw the cross members tight with the appropriate torque.

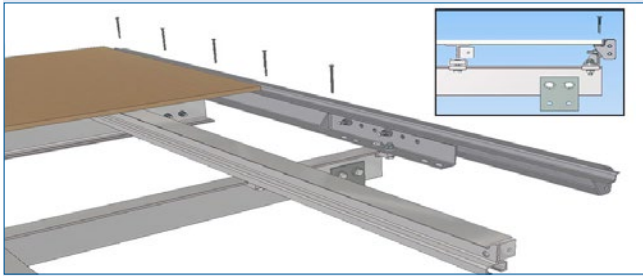
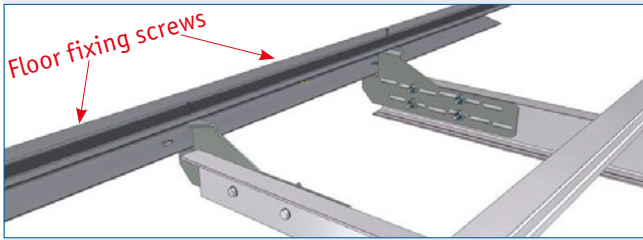
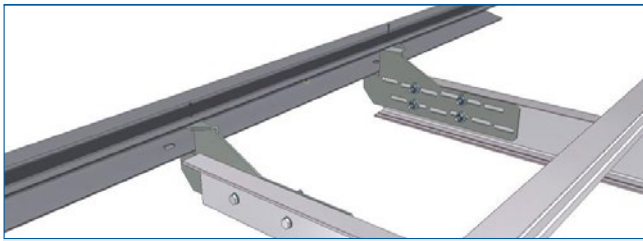
- Pre-assemble the end member. Align it at right angles to the longitudinal member. Use a clamping set *as on page 5*. Tighten the screws only slightly.

Place the body on the subframe and position it in relation to the driver's cab (follow the vehicle manufacturer's guidelines). In addition, screw the rear member to a longitudinal member using a clamping set (*see p. 5 above*).

- To attach a **body kit with a roller shutter** align the rear member parallel to the front member or at right angles to the longitudinal member.

Drill 1 hole $\varnothing 13$ mm in each longitudinal member. Use a connection as shown in the adjacent picture.

In addition, screw the rear member to a longitudinal member using a clamping set (*see p. 5 above*).



- The **BR14x-2** and **BR 248-2** come with **mounting brackets for attaching the rear member**. Position these to match the mounted portal cross member of the body. Drill four holes $\varnothing 13$ in the longitudinal members. Secure the rear brackets to the inside of the member with four screws, washers and nuts each. The screw spacing in the longitudinal direction should be as large as possible.

The rear support leg of the bracket from below must also be screwed to the portal cross member, in each case with one screw, washer and nut.

- **In the case of a substructure for BR 14x-2 and BR 248-2 kits**, additionally screw your rear floor plate with floor screws through the portal cross member and the support leg of the bracket, as shown in the adjacent picture.
- **In the case of a substructure for BR 13x-2 kits**, with a portal cross member and integrated floor rebate, the last end cross member must be screwed to the portal cross member. The screwing is done through the lug of the floor rebate.

Caution: Floor fixing screws are generally part of the body builder's scope of delivery!

3. Assembly of the kit for a steel subframe



Check the dispatch with the enclosed packing list for completeness. Notify any damage incurred during transit immediately to the delivering forwarding agent.

3.1 Scope of delivery for the steel subframe

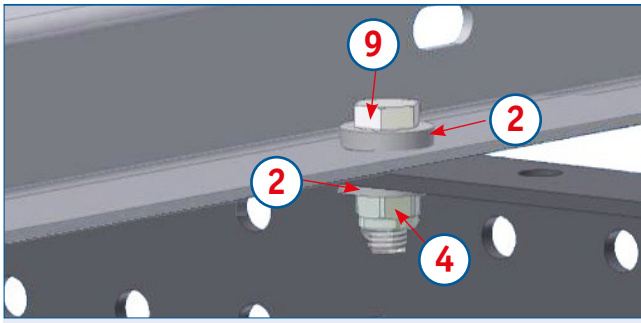
The scope of delivery includes:

- 2 pcs. longitudinal beams, length depending on the nominal length of the body, perforated at the sides in 50 mm increments, perforated at the top in 62.5 mm increments, max. division 1, hot-dip galvanised.
- 1 connecting cross member front, hot-dip galvanised
- Number of cross members in the middle, depending on the nominal length of the body, galvanised
- optional: 1 cross member above the rear axle, hot-dip galvanised (if the distance between the cross members is generally ≤ 500 mm)
- 1 rear end cross member, galvanised or 2 brackets, hot-dip galvanised
- order-specific number of brackets, thrust plates and various mounting parts, hot-dip galvanised or coated.

Caution: The large washer $\varnothing$ outer = 30 mm is used for slotted holes as well as for connecting cross beams/support beams.

- for series 140-2 and 142-2 and on customer request:
8 pcs. stiffening parts for substructure stiffening, hot-dip galvanised

Caution: The screws, washers, nuts and components for the spring-mounted connecting of the subframe and the chassis are not included in the delivery. The screws or rivets for connecting the subframe to the body are included in the assembly material for the body. Their use is described in the assembly instructions for the body.



3.2 Fastening elements for the steel subframe

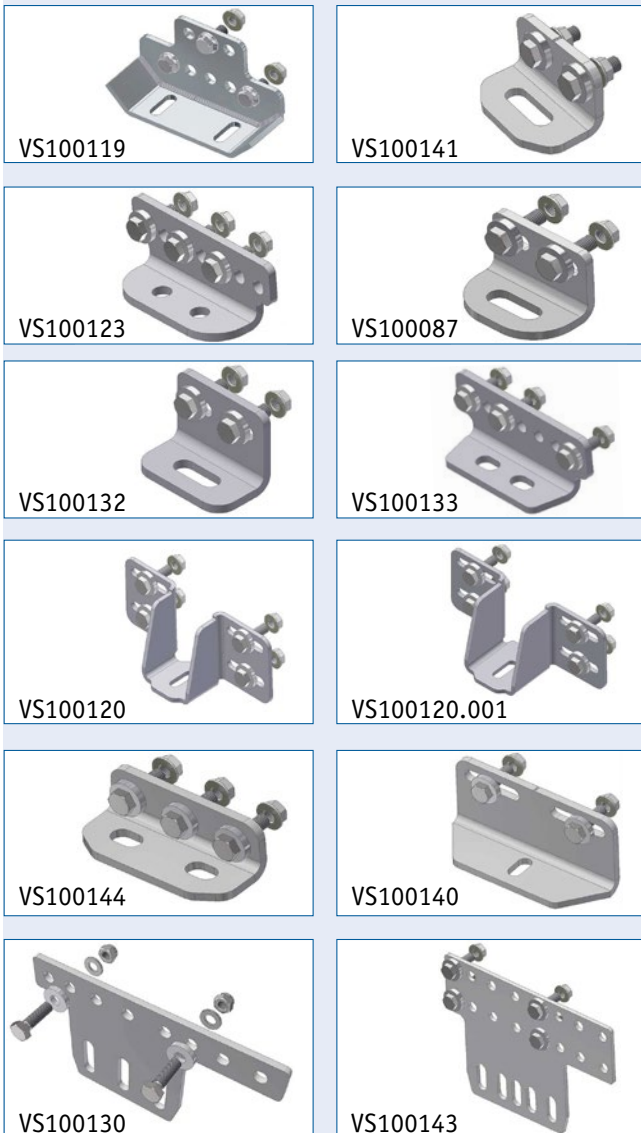
- Opposite you can see a correct screwed connection of longitudinal member and middle cross member, rear member and front member:

- 9 Screw M12x40 DIN 933 10.9 VZ, item no. MD100152
- 2 Washer DIN 7349 VZ top, item no. MD110032
- 2 Washer DIN 7349 VZ top, item no. MD110032
- 4 Lock nut M12 DIN 985, item no. MD120015

Caution: *Tighten all screws to the specified torque (see 1.4).*

Depending on the chassis and the scope of the order, you will receive the appropriate brackets for this purpose:

- **Mounting bracket VS1000119** for: MAN TGS / TGX / TGA
- **Mounting bracket VS100141** for: DAF XB, XD-XG, DAF LF 45, 55 / CF 65 / CF 75 / CF 85; Iveco Daily, Iveco Eurocargo; MAN TGL, TGM; Mercedes Antos Actros, Axor; Mitsubishi Fuso Canter; Iveco Stralis; Scania (26 to);
- **Mounting bracket VS100123** for: Scania (18 to)
- **Mounting bracket VS100087** for: Volvo FL, FM (12 to), FH, FE
- **Mounting bracket VS100132** for: Scania
- **Mounting bracket VS100133** for: Scania (18 to), Scania (26 to)
- **Mounting bracket VS100120** for: MB Atego
- **Mounting bracket VS100120.001** for: MB Actros
- **Mounting bracket VS100144** for: Volvo FL
- **Mounting bracket VS100140** for: Iveco Stralis
- **Push plate VS100130 in the axle area** for: Iveco Eurocargo; MAN TGL / TGM / TGS / TGX / TGA; MB Atego / Antos / Actros Axor; Volvo FL / FM / FH / FE Mitsubishi Fuso Canter 9C18 / 7C18e
- **Push plate VS100143 in the axle area** for: DAF XB / XD-XG

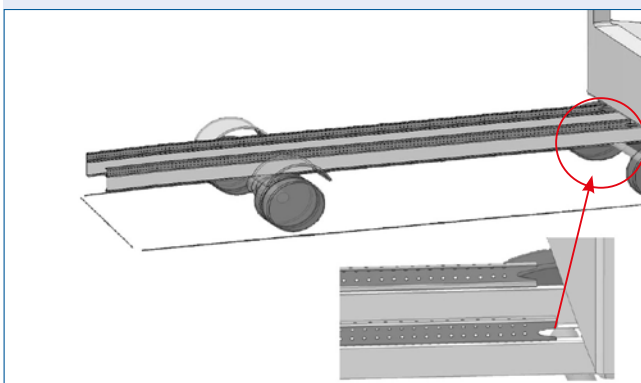


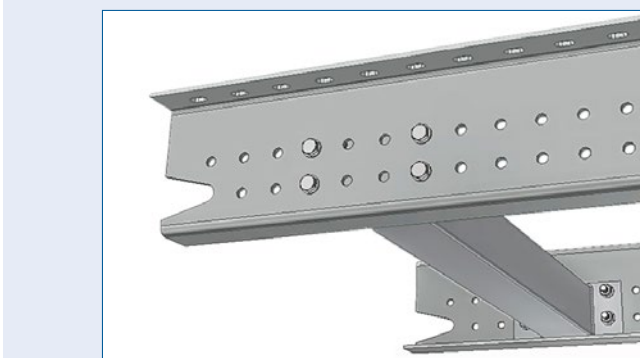
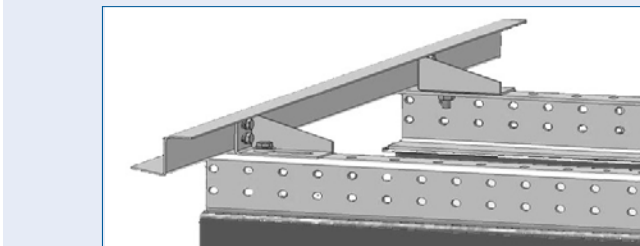
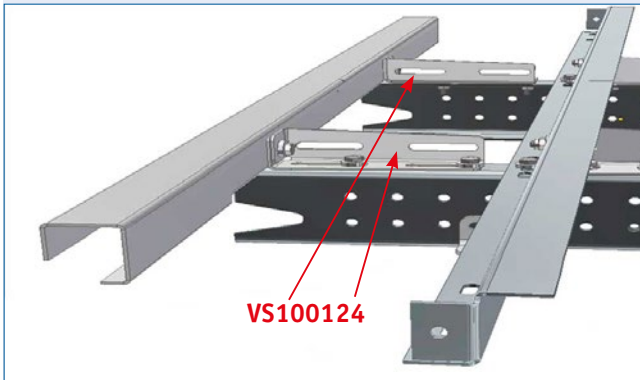
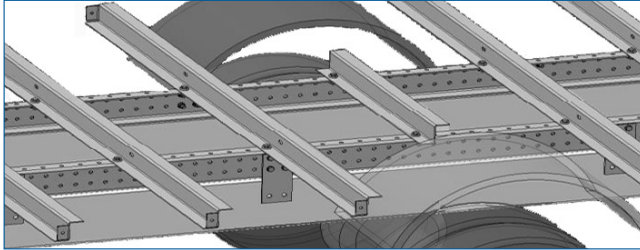
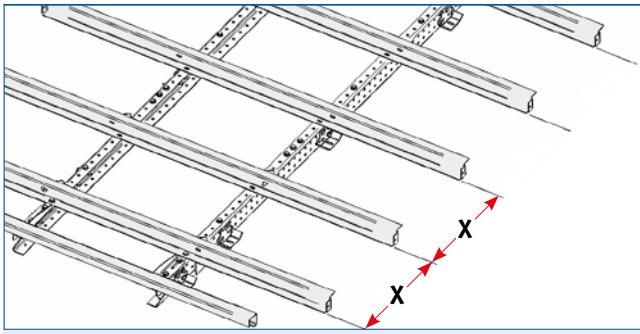
3.3 Assembly sequence for the steel subframe

- Place the longitudinal members on the chassis. The dovetail cut-out is facing forwards and the U-profile is open towards the inside.

Align the longitudinal members and fix them with the screw clamps.

Caution: *The exact longitudinal position of the members, and as such, the distance of the body from the cab is **determined by you** as the body builder, taking into account the body guidelines of the respective vehicle manufacturer.*





- Starting from the rear axle, align the two middle cross members forwards and backwards, in each case by half the distance of cross member X. Screw the members slightly so that they are hand-tight.

Tonnage class	Cross member spacing „X“*
up to 7,49 t	625.0 mm
from 7,5 to 12 t	500.0 mm
from 12,1 to 17,9 t	375.0 mm
from 18 to 26 t	312.5 mm

* or order-specific

Caution: For a configuration with a **cross member spacing of ≤ 500 mm**, insert a **shortened cross member centred on the rear axle**.

- Align the other cross members parallel and in longitudinal alignment using a straightening rod or string. Use the cross members spacing X according to the table. Measure the diagonals of the substructure and if necessary, correct the alignment of the members in order to be able to mount the floor panels correctly later. **Screw all cross members with the appropriate torque.**

- Align the front member with the brackets **VS100124** (or VS100124.001) at right angles to the longitudinal member. Only tighten the screws slightly (cf. 3.2). Then place the body on the subframe and position it in relation to the cab, **observing the body guidelines of the respective vehicle manufacturer.**

After aligning the body, push the front member against the lower flange of the body, drill and screw it tight.

- To fit the rear carrier to bodies with doors or a tail lift**, align the mounting brackets with the body's cross member. Secure the rear brackets to the inside of the longitudinal member in each case using four screws, washers and nuts. The brackets must be pre-punched to match the floor rebate. Use the largest possible screw spacing in the longitudinal direction!

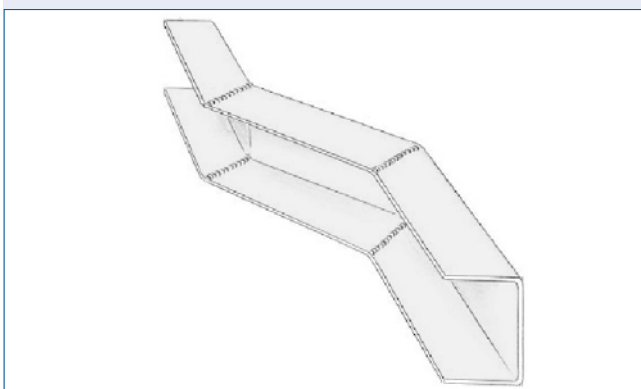
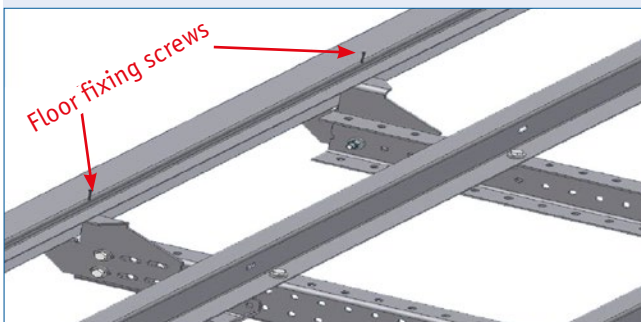
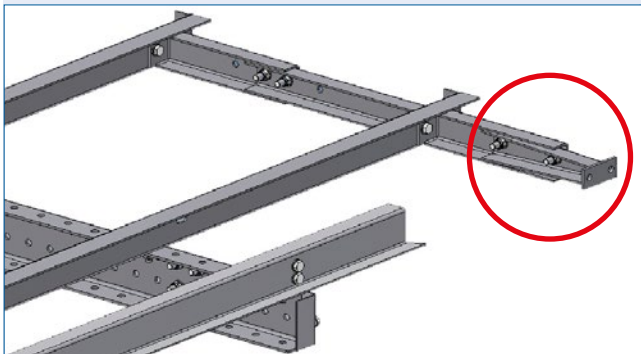
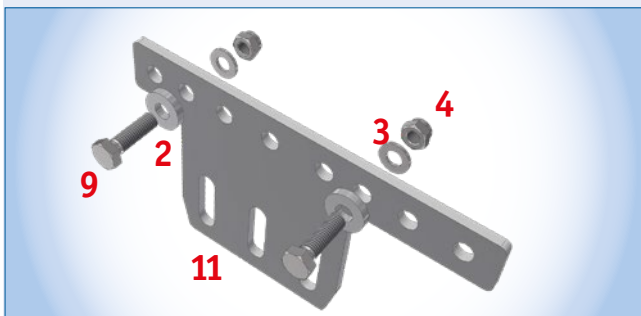
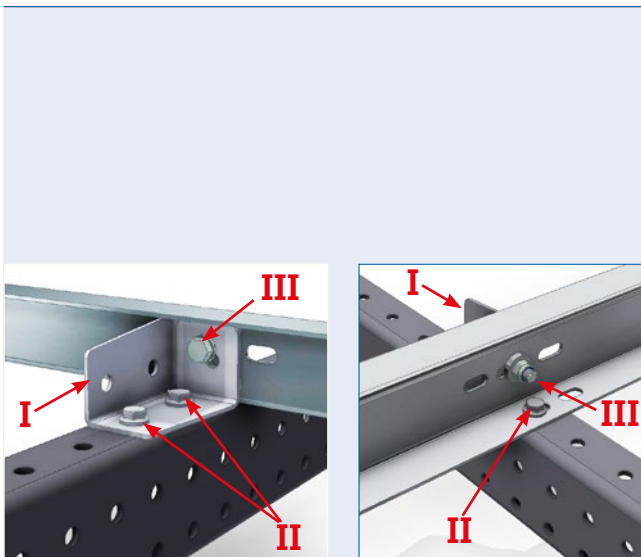
From below, the rear support leg of the bracket must also be screwed to the portal cross member, **in each case using one screw, washer and nut.**

- To attach a **body kit with a roller shutter**, place the rear carrier on top, align it and fix it according to the nominal length of the suitcase using the two slotted holes on each longitudinal member. Then slide on the portal cross member.

- Evenly distribute the cross-braces along the entire length of the subframe

Install cross-braces B8090002 between the longitudinal beams. On each side, secure them with four MD100152 bolts on the outside, using MD110032 washers. On the inside, use the same MD110032 washers together with MD110015 nuts.

- Now connect the brackets and push plates (cf. 3.2) to the chassis **in accordance with the chassis manufacturer's assembly guidelines.**



- Fix the supplied brackets (cf. 3.2) to the longitudinal member as shown in the illustration on the left.

On Mercedes Atego vehicles, for example, the holes in the chassis side member are also spaced at 50 mm intervals. On vehicles of other manufacturers the brackets on the vehicle side have slotted holes in the direction of travel. **The body guidelines of the chassis manufacturer are decisive.**

- Now mount the reinforcements VS100149 **I**:
- In the case of **Kits bis 7,5 to.** screw the reinforcements to the first and third middle cross member.
- In the case of **Kits 7,5 bis 12 to.** screw the reinforcements to the first, third and sixth middle cross member.
- In the case of **Kits über 12 to.** screw the reinforcements to the first, third, sixth and eighth middle cross member.

Then **secure the cross members to the reinforcements I**, using two screws **II** MD100354 and nuts MD120086 each, as well as one screw **III** MD100152 with washers MD110020, MD110032 and the nut MD120015 **in order to specifically transfer the forces into the substructure!**

- Fit the front left and right push plates as shown in the adjacent draw:
 - 4** Lock nut M12 DIN 985, item no. MD120015
 - 3** Washer DIN 125 bottom, item no. MD110020
 - 2** Washer DIN 7349 VZ top, item no. MD110032
 - 9** Screw M12x40 DIN 933 10.9 VZ, item no MD100152
 - 11** Push plate, item no. VS100130
- In the case of the 140-2 and 142-2 series, 8 additional components are supplied for the longitudinal stiffening of the substructure (see arrow) including fixing material.

Fit the components on the right and left side of the vehicle in the rear area as shown. Provide two Ø 13 mm through-holes at each cross-member end for bolted attachment. The component must protrude into the portal cross member and be drilled and screwed to it in order to specifically transfer forces into the subframe and not into the body structure.

- In addition, screw your rear floor plate with floor screws through the portal cross member and the support leg of the bracket, as shown in the adjacent draw.

Note: The version shown describes our standar connection to the standard portal cross member.

- If the chassis frame is wider at the front than at the rear, the longitudinal members of the substructure must be cranked at the front, i.e. angled outwards, and straightened again at the front.

To do this, the upper and lower flanges of the side member must be slit open in two places. The longitudinal member is then bent apart and/or towards each other as shown opposite. The slit ligaments must then be welded together.

The machined areas must be professionally reworked with a corrosion protection agent such as zinc spray.

The middle cross members in the vicinity of the crank must be detached from the longitudinal members and re-punched and bolted to fit. **All adjustment work is the responsibility of the body builder and does not constitute grounds for complaint.**

4. Assembly of a pre-assembled substructure



Check the dispatch with the enclosed packing list for completeness. Notify any damage incurred during transit immediately to the delivering forwarding agent.

4.1 Scope of delivery for the pre-assembled substructure

The scope of delivery includes:

- o 2 longitudinal members, steel or aluminium; length depends on the nominal length of the body and on the chassis version or the customer's requirements (*cf. technical data sheet*)
- o specific number of cross members and brackets; steel or aluminium; depending on the nominal length and on the chassis version as well as the customer's request
- o 1 front member, hot-dip galvanised steel
- o 1 rear member, hot-dip galv. steel, with brackets for series 133-2, 136-2, 137-2, 138-2, 139-2 or f. series 14x-2 and 248-2, (*cf. 3.2*)
- o In the case of series 140x-2 and 142x-2 8 pcs stiffening parts for the subframe reinforcement, galvanised (except in the case of steel subframes)
- o In the case of an aluminium subframe, clamping sets according to the number of cross members, consisting of:
 - o clamping plate, with hole, aluminium
 - o threaded piece with thread, aluminium
 - o order-specific mounting brackets and push plates

Caution: *The screws, washers and nuts for connecting the subframe and chassis are not included in the scope of delivery. The screws or rivets for connecting the subframe to the body are included in the assembly material for the body. Their use is described in the assembly instructions for the body.*

4.2 Assembly sequence for the pre-assembled substructure

If you have received a pre-assembled substructure, proceed as follows:

- Remove the substructure from the transport frame. For this, use lifting straps, a crane or a forklift.

Caution: **Observe the safety and warning instructions** (*cf. 1.1, 1.2 and 1.4*)!





- Lay the substructure flat on the ground and lift it onto the chassis using a crane (with four suspension points if possible!).

Make sure that the substructure is correctly aligned in the longitudinal direction of the vehicle.

Due to manufacturing processes, you may need to reposition or replace cross members in the rear axle area. This does not constitute grounds for a complaint.

- As the subframe can become twisted during transport, it is essential to **realign the diagonals and the straightness** of the longitudinal beams or cross member outer surface.

As a rule, the outer edge of the longitudinal members must be flush with the outer edge of the longitudinal members of the chassis. Also pay attention to the desired cab distance.

- If the chassis frame is wider at the front than at the rear, the longitudinal members of the substructure must be cranked at the front, i.e. angled outwards, and straightened again at the rear.

To do this, the upper and lower flanges of the side member must be slit open in two places. The longitudinal member is then bent apart and/or towards each other as shown opposite. The slit ligaments must then be welded together.

The machined areas must be professionally reworked with a corrosion protection agent such as zinc spray.

The middle cross members in the vicinity of the crank must be detached from the longitudinal members and re-punched and bolted to fit. The body builder is responsible for the **adjustment work**; the work **does not constitute grounds for complaint**.

- For pre-assembled subframes, installation of the cross members is not required. Screw the subframe to and chassis together.
 - If the aluminium subframe is pre-assembled, proceed *as described on page 6 (centre)*.
 - In the case of a pre-assembled steel subframe, proceed *as described on page 8*.

5. Maintenance, service, disposal



For the maintenance of the substructure, check all screws for tightness at regular intervals, however at least once a year. Check the prescribed torque in this case.

In the case of queries related to the assembly, our **Customer service** will be glad to help you:

Tel.: +49 (0) 521-41 73 11-30,
Email: m.wismueller@aluteam.de

If you require **spare parts**, please either contact your responsible sales staff or call us at:

Tel.: +49 (0) 521 - 41 73 11 - 10.

Please send Emails to: info@aluteam.de



You can treat the components of the subframes and the transportation frames of steel as scrap for recycling. If you have received a **re-usable transport rack**, please **return it** with your next delivery or on the agreed collection date.