

Comparison Sheet



GVM

CLC6x6

- ◆ 7000Kg

Competition

- ◆ 5750Kg

Payload

- ◆ Single cab 4400Kg
- ◆ Double cab 4200kg

- ◆ Single cab 3000Kg
- ◆ Double cab 2500kg

Transfer case

- ◆ Selectable 2X6 road, 6X6 off road
- ◆ Gear driven
- ◆ Machined aluminium casing high precision
- ◆ Operational indication of selection
- ◆ Built in safety measures for operation

- ◆ Not selectable, Permanent 4X4 or 6X6
- ◆ Chain driven
- ◆ Welded plates
- ◆ No indication of selection
- ◆ Fixed working condition

CLC6x6

Drive Train

- ♦ Military grade products used
- ♦ Drive shafts are built with off the shelf heavy duty DANA components
- ♦ Forged drive coupler between the factory transfer case and 6x6 transfer case
- ♦ Serviced in the field using off the shelf heavy duty DANA components

Chassis Design

- ♦ New form bent 5mm high strength steel chassis
- ♦ No cutting or shortening of the factory chassis
- ♦ Load stress is spread throughout the chassis

Suspension Design

- ♦ Designed to use standard length leaf springs as well as military grade original equipment
- ♦ Adapt the set up to the operational requirements
- ♦ No reliance on unique third-party components
- ♦ Suspension lift systems from 2" to 4" of lift can be used to raise the vehicle
- ♦ Design allows for the use of 6 snow tracks for operational flexibility in all weather conditions
- ♦ Standard 32" to 35" tyres with out modifications.

Competitor

- ♦ Factory components
- ♦ Factory components
- ♦ Factory components
- ♦ Factory components
- ♦ Standard steel tubing
- ♦ Rear chassis is cut and removed
- ♦ Load on steel tubing
- ♦ Uses custom leaf springs (limits user)
- ♦ Can't be adapted
- ♦ Only uses third-party components
- ♦ Can't be lifted, ride height is set
- ♦ Can't be fitted to the vehicle
- ♦ Maximum 35" tyres.

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Competitor

Braking System

- ◆ Braking-to-a-halt power has been increased (Optional)
 - ◆ Increased rotor diameter
 - ◆ High heat resistant brake pads are used
 - ◆ Transfer case mounted, driveshaft disc park brake
- ◆ Factory brakes
 - ◆ Factory brakes
 - ◆ Factory brakes
 - ◆ Only one axle has park brake

Axle Housings

- ◆ Designed specifically for the CLC6x6 application
 - ◆ Wheel track correction standard
 - ◆ Designed to use the factory differential centre unit, wheel hubs and brake units lowering maintenance costs
 - ◆ Rear track width of axle on the CLC6x6 runs in line with the front axle track
 - ◆ No need for any bolt on applications or wheel spacers to correct the rear axle wheel track (Substantially stronger)
 - ◆ Spindle shafts that support the wheel hubs have been designed from a stronger material
 - ◆ Increase in oil capacity
 - ◆ Full floating side shaft set up
 - ◆ Axle side shafts can be removed in case of damage Axle side shafts are a unique 3- piece design
 - ◆ The 6x6 system remains mobile even in the unlikely event that two rear side shafts have been damaged Components are
 - ◆ 100% interchangeable between the two rear axle housings
- ◆ Modified factory axle cut and welded
 - ◆ Additional cost
 - ◆ Same setup
 - ◆ Additional cost
 - ◆ Additional cost
 - ◆ Modified factory axle
 - ◆ Modified factory axle can't be done
 - ◆ Modified factory axle can't be done

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Competitor

Fuel Tank

- ◆ Factory tanks are replaced by two purpose built tanks, for a total of 310 litres of fuel Increased
- ◆ operational range of 2100kms as standard
- ◆ One factory tank is reused
- ◆ Rang is not increased on double cab and lowered on single cab.

Stability

- ◆ Suspension is customisable for specific application and setup
- ◆ Suspension can't be customised

Traction Advantages

- ◆ Ability to control engagement on the move
- ◆ Traction has been increased by over 50%
- ◆ No control system
- ◆ No control means vehicle must lose traction for system to engage and increase traction

Tow Capacity

- ◆ Increased tow capacity with big brake upgrade option
- ◆ Accepts a military grade tow hitch onto double high strength 5mm chassis
- ◆ Use factory brakes, no upgrade for increased tow capacity
- ◆ Uses steel tubing

Sand Flotation

- ◆ With its rear track correction as standard, sand flotation is unsurpassed
- ◆ Weight is spread evenly across both axles by using full suspension travel.
- ◆ Additional cost
- ◆ Limited suspension travel from bump stop, weight is then carried by chassis and not suspension

Bead Lock Wheels (Rim) Advantages

- ◆ Standard equipment
- ◆ 1,655 kg per rim rating
- ◆ Additional cost
- ◆ Additional cost