

# Fuel trailer



CIMC VEHICLES



Reliable, no matter where.



# Fuel trailer



*The range of LAG Trailers for fuel distribution includes fuel trailers, fuel superstructures and trailers in all common shapes and sizes. LAG has the most up-to-date in-house knowledge of all metering, additive, loading and unloading technologies. These systems are tested and calibrated in a unique test facility. LAG stands for a safe and residue-free fuel tank trailer.*

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## Circular

With the circular conical tank, our modular design allows us to serve the whole of Europe with a competitive fuel trailer. Depending on your requirements and/or national regulations, we can easily adapt the volume, compartmentalisation and position of the loading and unloading pipes. The installation of pumps, traditional measuring and/or dipstick systems is part of LAG Trailers' expertise. [1]



## Elliptical

The circle-shaped conical semi-trailer is popular in the UK, France and throughout Europe. You can easily transport large volumes, divided between 1 to 9 compartments, while we ensure stable road holding and a low centre of gravity. Looking for maximum volume or a more compact and manoeuvrable tank? Then our circular gooseneck semi-trailer is the best choice for you. [2]



## Box-shaped

For those interested, we still offer box-shaped fuel trailers. [3]

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## Tank bodies

LAG Trailers is the specialist when it comes to tank bodies. Regardless of the make of the truck and the number of axles, we can equip it with an aluminium tank body for the transportation of fuel. We can supply either a box-shaped or an elliptical tank. [4]

## Trailer

You can order an aluminium trailer together with a tank body. We can design and manufacture a suitable box-shaped or elliptical tank trailer to match your truck and tank body. [5]



## Scandinavia

Specifically for the Scandinavian region, we have a fuel superstructure in our range that has a large, integrated and fully equipped appliance cabinet at the rear. It is also equipped for trailer loading and unloading.

For the Scandinavian market, we offer fuel trailers from 35 m<sup>3</sup> to 45 m<sup>3</sup> in four- or even five-axle versions, to make full use of the maximum permissible weight. [6]



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