

**Expedition Vehicle**, partially built, for sale  
at [www.aignertrucks.com](http://www.aignertrucks.com), "Current stock" section.  
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Version 01



## 1 - Summary

Living cell partially built on **MAN 19.314 FAEC 4x4, 18 tons, wheelbase 480 cm**, 2 seats driving cab **expandable to 4**, 3 differential locks, first registration year 2005, 30,000 km total.

Five new Continental HCS 14.R20 "M-S" tires (installed September 2023; traveled 2,000 km).

Living cell with sandwich panels (2.5 mm fiberglass, 60 mm XPS insulation; 2.5 mm fiberglass) with external measurements of: **length 710 cm; height 250 cm; width 250 cm.**

Temporary furniture and installations set-up, mounted without glue or screws and without holes, that will be removed before the sale (**living cell can be considered empty and intact**).

Galvanized steel subframe 10 cm high with springs.

Garage (length 226 cm; width 250 cm; height 178 cm) with structure anchored directly to the frame, **not linked to the living cell.**

## 2 - Asking price: 158.000 Euro

## 3 - General vehicle characteristics

MAN 19,314 FAEC **4x4** truck, **18 tons, wheelbase 480 cm, overhang 312 cm**, 11,967 cc, 314 hp, 2 seats driving cab **expandable to 4**, mechanical 8-speed transmission with creeper plus reverse, 3 differential locks, first registration year 2005, 30,000 km total. Full details of the truck are available at [www.aignertrucks.com](http://www.aignertrucks.com).

Already done partial work to add 4 more seats for travel: 2 seats in the cabin and 2 more in the living cell. Approved seat belt facilities are present (seats need to be placed).

The vehicle was sold by "Aigner Trucks" who also took care of the mechanical work, which, given the good overall condition, was:

- oil change and filters of the engine, brake system and differentials
- air filters changed
- new alternator belts and water pump
- new steering rod
- new trailer control valve
- replacement of a headlight, insertion of fog lights

- new batteries and new battery switch
- new diesel fuel overflow valve
- repair driver's seat air system.

Mounts 4 new Continental HCS 14.R20 tires (installed in September 2023) plus a new spare never used. Traveled with the new tires about 2,000 km.

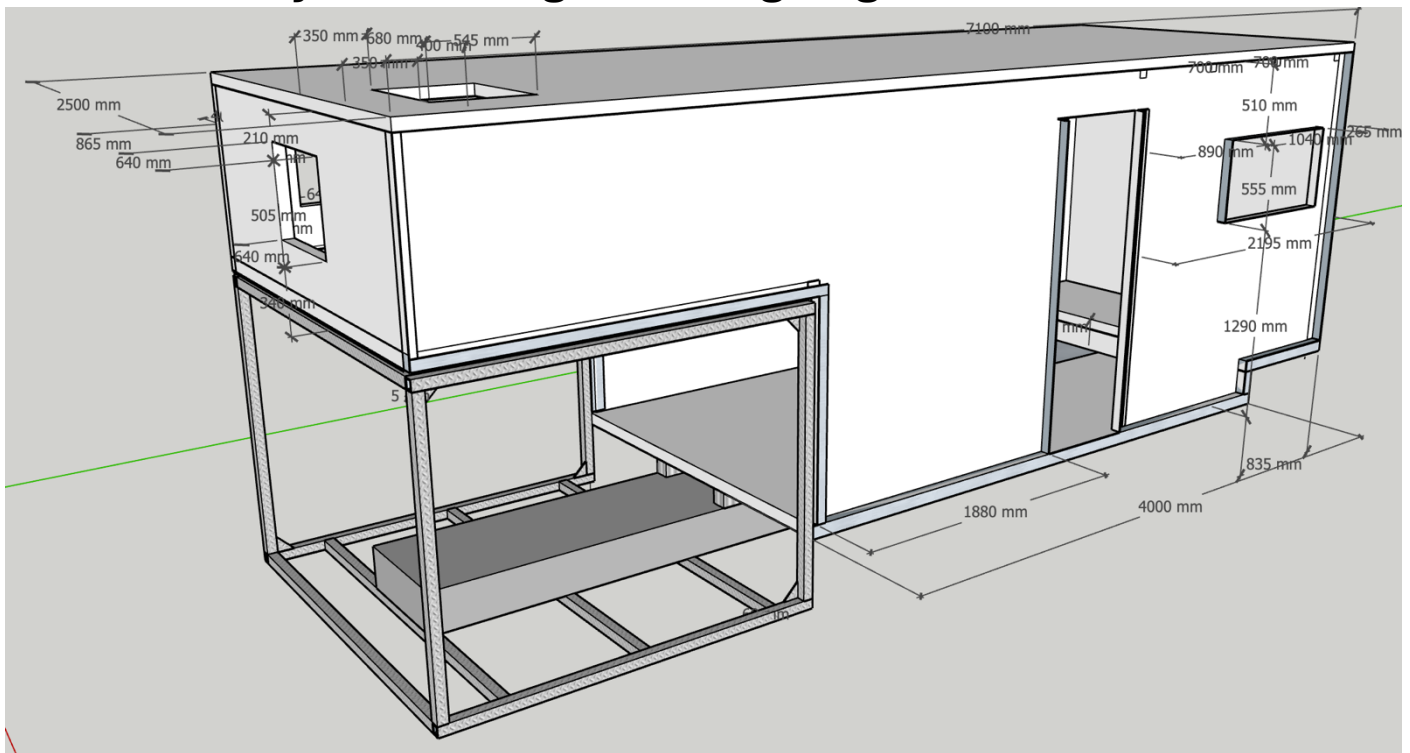
Tires are marked "M-S" ("Mud & Snow", suitable for mud and snow) so no need for chains on board. Removed the old diesel tank and installed 2 new ones of 300 liters each.

No ADBLue and no electronic parts.

The chassis and mechanical parts were sanded down and spray repainted (P7/B IMRON epoxy base and Nato HDC Opaque green paint) from the rear end to the beginning of the engine area.

The cabin was sanded and repainted by roller (rough effect) with Raptor paint (RAL 1015 and black). The rims were also repainted with RAL 1015 Raptor.

## 4 - General layout of living cell and garage



### 4.1 - Details of living cell (habitable part)

Summary exterior dimensions of the living cell (see diagram for details): length 710 (measured to ceiling ceiling); maximum height 250 cm; width 250 cm.

Galvanized steel subframe 10 cm high with springs.

Living cell made of sandwich panels: 2.5 mm fiberglass, 60 mm XPS insulation; 2.5 mm fiberglass.

On the floor added a layer of 13 mm marine plywood impregnated with fiberglass and glue, and on top again a layer of waterproof rubber.

Sandwich beams (wood + steel of 60 mm x 8 mm section + wood, later wrapped in fiberglass sheets and glue) are inserted in the floor.

The walls and ceiling are reinforced with wooden crossbeams and steel parts.

Walkable ceiling.



A detailed construction diagram of the living cell is available, including the measurements of the reinforcement points, all of which are embedded inside.

In addition to horizontal and vertical reinforcements, note: iron crossbeams for passenger seats attachment; iron plates for placing two external motors for air conditioners in the rear; plates for awning on the door side; three hooks for "life line" on the roof; hooks for possible folding bed in the front area towards the cabin. Note: all anchorages can be made **without using through bolts, but by threading the inner plates.**

There are two ceiling vents (14 cm diameter), with rain cover, for air recirculation, **mandatory** for TUV approval.

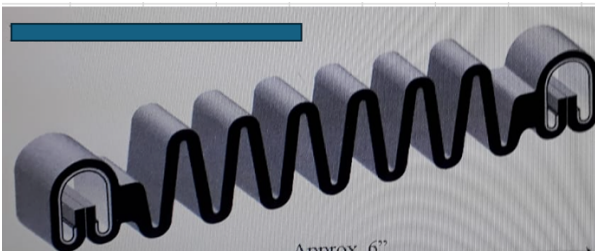
Deliberately were not installed the base of the possible rear bed area and the vertical wall from the floor to the base of the bed area (these two parts were made in a demountable mode as part of the temporary setup).

Installed, intentionally, only two windows and one ceiling porthole (holes sizes: on the side wall 93 cm x 55 cm; on the rear wall 63 cm x 50 cm; porthole through-hole 68 cm x 55 cm). If interested, 6 new windows are available: 2 with dimensions of 93 cm x 55 cm; 2 with dimensions of 63 cm x 50 cm; 2 with dimensions of 39 cm x 54 cm.

Entrance door with useful passage area equal to 66 cm width by 203 cm height.

Link door between living cell and cabin with useful passage area equal to 80 cm wide by 85 cm high, with lockable door.

The pass through cab to cabin is protected from water with flexible rubber of the type in the figure:



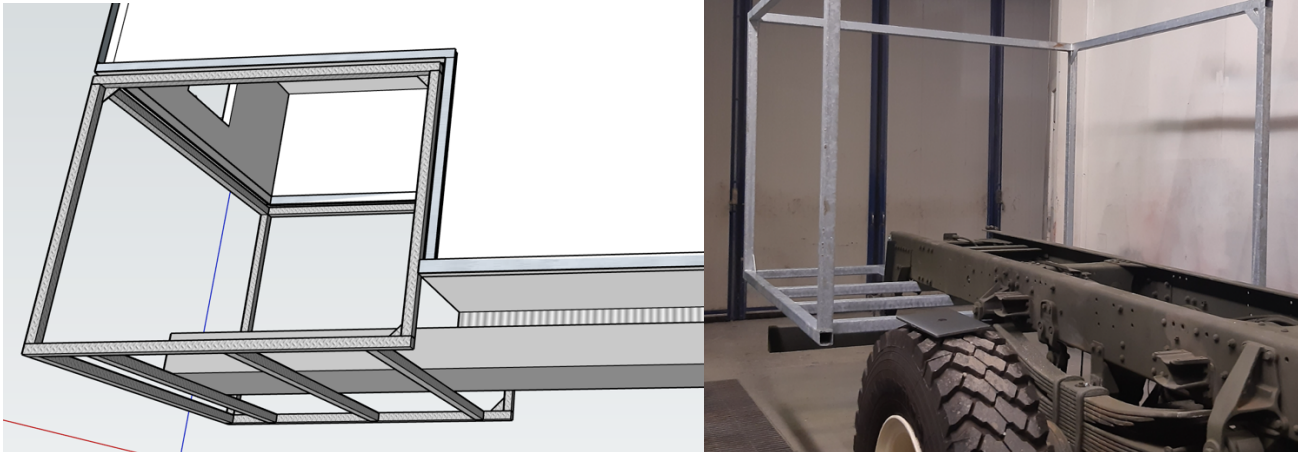
**Windows, portholes and doors provided by [www.4overland.com](http://www.4overland.com).**

## 4.2 - Garage area details

The structure is made of 60mm x 60mm square section galvanized steel profiles, 3 mm thick. The structure is anchored directly to the frame (hooked underneath). With this solution, all the weight of the garage does not weigh on the subframe, and the loading floor is easier (36 cm lower than the floor of the living cell, equal to the sum of the height of the frame and subframe).

The frame is already sized to support 2 spare wheels in the rear overhang.

The exterior measurements of the garage are: length 226 cm; width 250 cm; height 178 cm.



**The entire garage structure is not linked to the living cell, but the two parts can swing independently.**

On the rear wall of the living cell, externally there are two springs connected to the garage structure (possibly replaceable with two shock absorbers) to dampen the oscillations between the upper part of the living cell and the garage.

Walls, floor, and rear doors are made of wood in a temporary mode.

The structure of the garage can be easily modified: for example, by cutting the bottom rear corner at 45 degrees to increase the exit angle or even by reducing the overall height and/or length (of course, by extending the vertical walls of the living cell placed above and/or to the side of the garage).

## 4.3 - Interior layout

Photographs are intentionally not shown because **furnishings and installations are temporary and will be disassembled before sale.**

Note: **no screws or glue were used** to make temporary furniture and plants, and **no holes of any kind were drilled.**

Therefore, the interior layout can be completely arranged according to one's needs (the **living cell can be considered empty and intact**).