



For 35 years, ELBO has gained experience in the automotive industry. We are among the leading companies specializing in truck bodywork. We have introduced modern technologies for design and production to the market. Since 2003, all of our processes have been carried out in accordance with the PN-EN ISO 9001:2015, PN-EN ISO 14001:2015 standards, and since 2020, also PN-EN ISO 3834-2.

We cooperate with leading truck manufacturers, including: VOLVO, SCANIA, MERCEDES BENZ, DAF, RENAULT, IVECO, MAN. We offer mobile service, ensuring continuous vehicle care for our clients.

**ELBO – from design, through construction, to maintenance.**



The company holds a NATO certificate (NCAGE code), which was granted to us by the Military Centre for Standardization, Quality, and Codification. We have been assigned the NATO Commercial and Government Entity (NCAGE) code 9AANH. This code identifies the company in the NATO Codification System (NCS).

In 2024, Elbo successfully passed the AQAP 2110:2016 quality audit. The subject of the audit was the certification of the management system for compliance with the AQAP 2110:2016 requirements in the areas of: design, production of vehicle bodies, trailers, and semi-trailers, as well as related services.

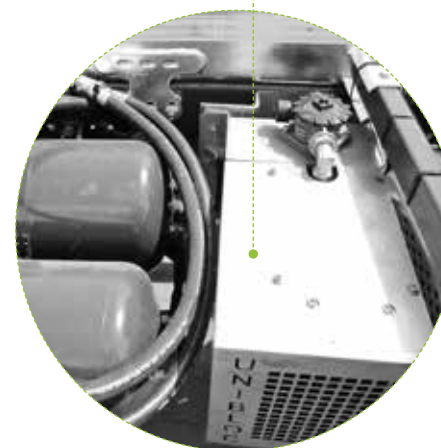
# BDF BODIES

BDF type bodies are manufactured in various configurations depending on the containers being transported. They are also made as sub-container frames for ADR tankers, with pneumatic and electrical connectors routed out.

Pneumatic and electrical connectors for powering the tank



Compressor to power the tank



Aluminium side protective device



Additional working light



Toolboxes made of chrome-nickel steel



# SKIP LOADER TRUCKS

ELBO is a manufacturer of skip loaders. We perform comprehensive assembly, installation of devices on new vehicles, and repairs of damaged units. For the execution of repairs and modernization (including welding), the company holds certifications issued by the UDT (Office of Technical Inspection).



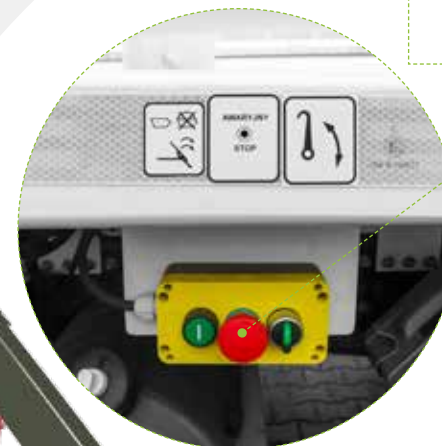
Spare wheel lift  
on the front wall



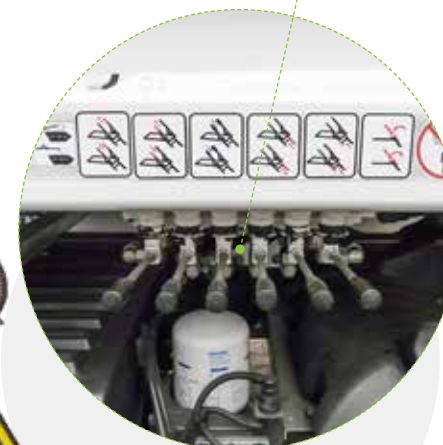
Retractable  
access ladder



Emergency switch



Hydraulic distributor



Grille on the front wall



Pneumatic controls  
in the cabin



Homologated  
anti-collision beam



# TIPPING TRAILERS

## WITH HYDRAULIC SIDE-BOARD

These trailers are the perfect complement to dump trucks and provide maximum benefits for all building work.



Hydraulically operated  
tailgate/sideboard



Spare wheel lift on the front wall



Aluminium  
side protective device

# CENTRAL-AXLE TRAILER WITH HYDRAULIC RAMPS

Our offer includes an extended version of the central-axle trailer with a body, an open box with hydraulic ramps. The trailer is designed for transporting construction machinery (low-bed) with hydraulically lowered ramps, and has a maximum gross weight of up to 24 tons.



Hydraulically controlled loading ramps



Dimension plates

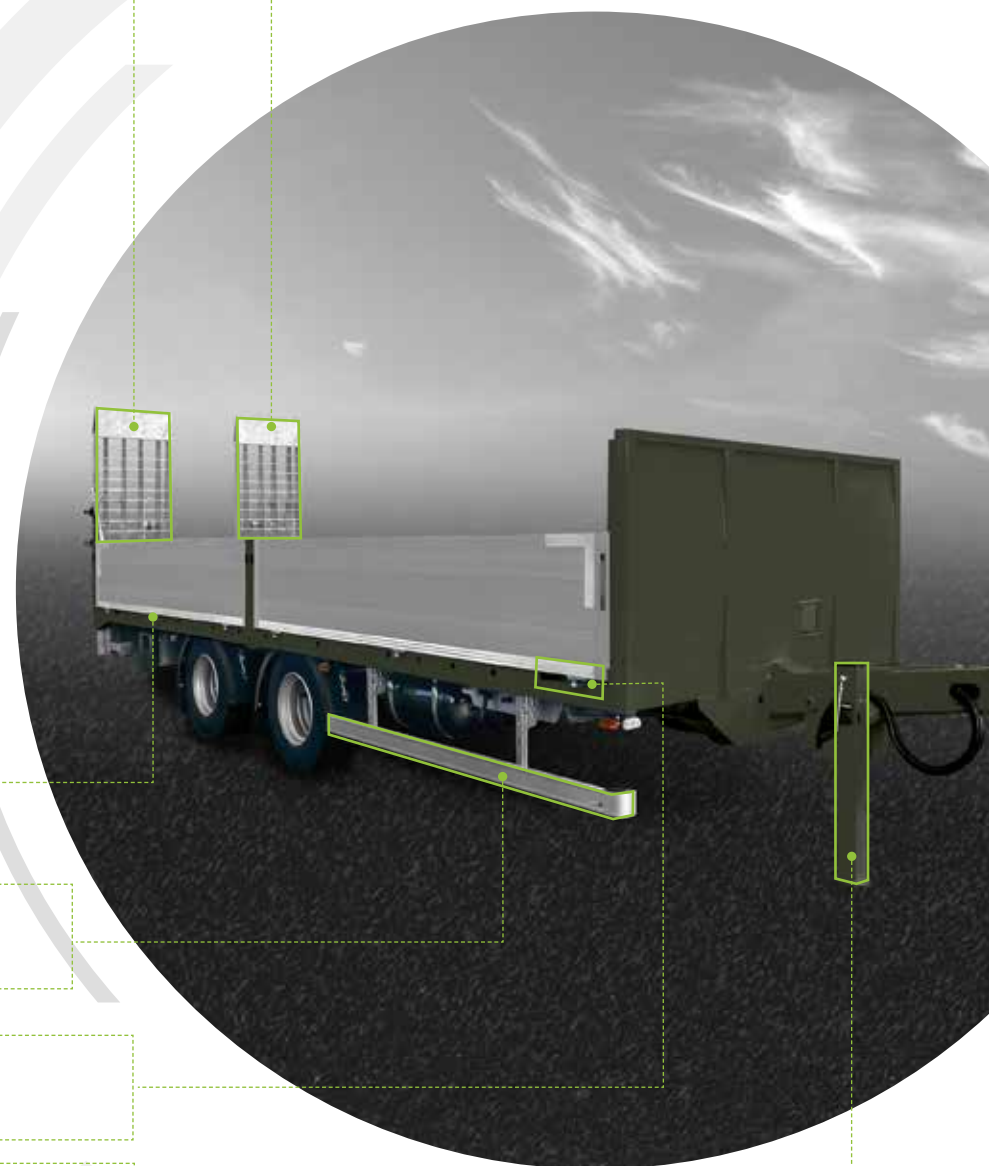
Ramp controls in the toolbox

Load hooks 8 tons

Aluminium side protective device

BDF hooks

Rear support legs



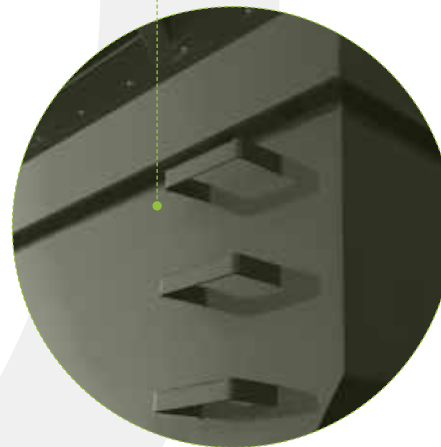


# SINGLE AXLE, TWO-AXLE AND THREE-AXLE TRAILERS

A special group consists of single axle, two-axle, and three-axle trailers with a total weight ranging from 11 to 30 tons, primarily designed for the Scandinavian and Eastern markets.

The trailers are made of high-quality steel and lightweight aluminium.

Steps allowing access  
to the trailer



Front cylinder



Rear closing flap

# TRUCK

## FOR TRANSPORT

Our company offers truck bodies made from aluminium or plywood elements. The truck is equipped with rolling rear doors and split side walls, with the upper part lifting to a horizontal position and the lower part to a vertical position, allowing forklift loading.

Tilting side walls  
to facilitate loading

Gas spring assist  
cylinders

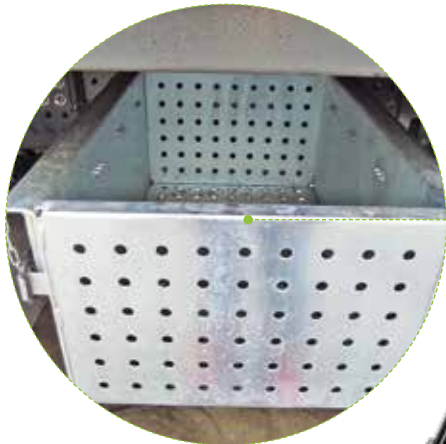
Rear roller shutter



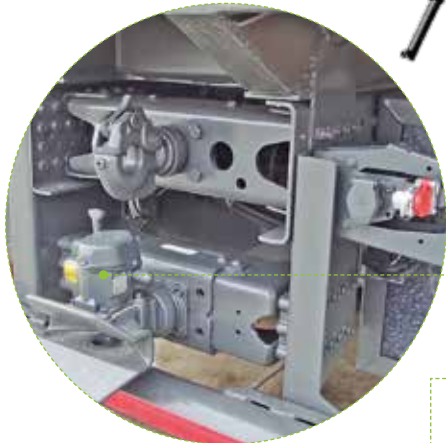
# OPEN BOX BODY

## WITH CRANE

Box bodies are one of the main products made at ELBO. They can optionally be equipped with multi-functional cranes. They are indispensable for easy movement on construction sites and hard-to-reach properties.



Retractable box for slings



Two types of couplings



Support leg pads

Side protective device

Snow chains

Toolboxes



# TIPPING TRUCKS

## WITH EXCHANGEABLE SYSTEM

Elbo also manufactures tipping trucks with an exchangeable system. This system allows the vehicle to operate as a dump truck, and after removing the upper body, the vehicle can be used as a tractor unit. When paired with a trailer, it forms an interesting and practical set, popular in the Scandinavian market.



Side protective device



Floor heating system



Open box



Access ladder

# REAR-DUMP TRUCKS

## TYPE 1W

The flagship product of the company is the rear-dump truck type 1W, also known as the „gutter,” designed for 3- and 4-axle vehicles with a permissible total weight of 26-32 tons. These tipping trucks can have a payload capacity of 14-18 tons.

The bodies are made entirely of steel with increased impact resistance and abrasion resistance, HARDOX. The truck's design, a classic half-pipe with a curved floor in the form of a gutter, ensures increased durability and shortens unloading time.

Oil tank behind the cabin



Aluminium mudguards



Stabilizer

Tilted rear anti-collision beam



Side protective device



Spare wheel lift on the front wall



Rear ladder



Lamp covers



Installation outlet for the trailer



# TYPE 3W

## TIPPING TRUCK

The three-way and two-way tipping truck of semi-heavy type is designed for 3-axle vehicles with a permissible total weight of 18-26 tons.

Depending on the purpose and configuration, they can have a capacity load ranging from 10 to 15 tons.

The bodywork is made from high-quality steel. The design of the tipping truck ensures increased durability and high resistance to damage. Practical solutions facilitate maintenance and enhance working comfort.



Rolled tarp on the front wall



Side protective device



Toolbox located behind the vehicle cabin

Lamp protection



# TYPE 3W

## TIPPING TRUCK

The three-way and two-way semi-heavy tipping truck is designed for 3-axle vehicles with a permissible total weight of 16-18 tons.

Depending on the purpose and configuration, it can have a capacity load of 10-15 tons.

Thanks to the use of aluminium sidewalls with extensions, this type of body is suitable for agricultural use.

Underbody cylinder

Chute

Extensions

Ladder

Platform on the rear wall  
allowing tarp rolling

Rolled tarp on the side wall

Additional sidewall protection





# TYPE 3WH

## TIPPING TRUCK

The heavy-duty three-way and two-way tipping truck is designed for 3- and 4-axle vehicles with a permissible total weight of 26-32 tons. Depending on the purpose and configuration, it can have a capacity load of 14-18 tons.

The bodywork is made entirely from high-quality steel. The design of the tipping truck ensures increased durability and high resistance to damage. Practical solutions facilitate maintenance and enhance working comfort.

Underbody cylinder

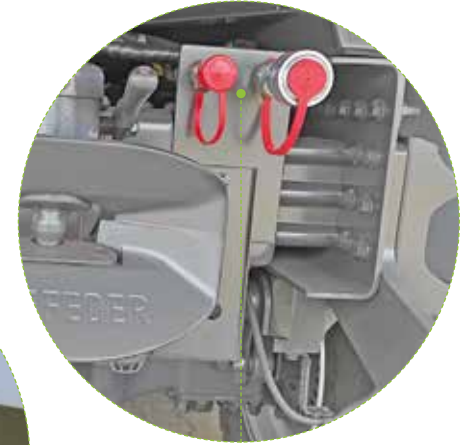
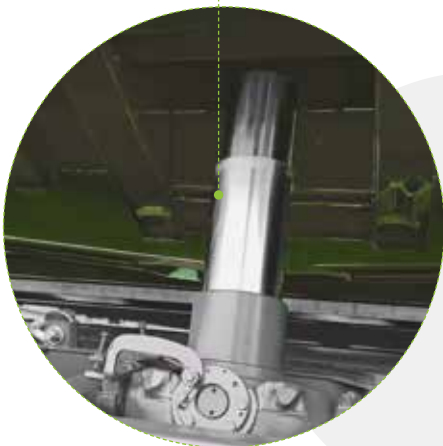
Front access ladder

Rear access ladder

Trailer hydraulic outlet

Rear tailgate angle opening limiter

Tilted rear anti-collision beam



# TRANSPORT SET

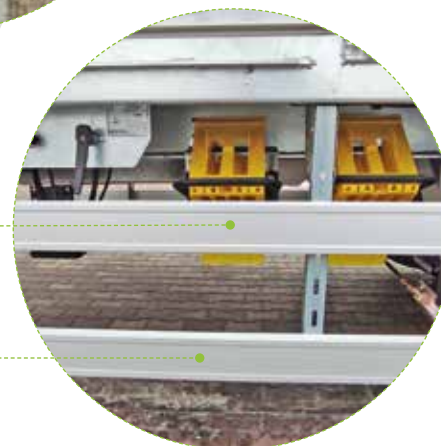
Flatbed bodies optionally equipped with various types of equipment, such as multifunctional cranes from different brands, mounted on the vehicle's overhang or behind the cab. The set can be configured with a turntable trailer or a central axle trailer, tailored to the customer's requirements.



Water tank



Spare wheel basket



Side protective device

Axle lifting

Hot-dip galvanized construction

# POLA TRAILER

Central-axle trailer with a total weight of 11 tons, designed and built in a modular way. This solution allows for configuration in many variants.

Support leg enabling  
trailer leveling



Spare wheel mounted under the  
trailer



Toolbox



Load securing

Container securing



# REAR-DUMP TRUCK 1W TYPE

The rear-dump truck 1W type with high loading capacity. Equipped with special STANAG mounting points for vehicle anchoring, heated floor, rigid tow bar, and a special toolbox with equipment.

Heated floor



Toolbox and tow bar



STANAG hooks



# LOGISTICS TRAILER

A logistics trailer for transporting equipment for 20 soldiers. The structure is designed for operation in field conditions and is equipped with tents, a generator, air conditioners, lamps, toilets, a shower cabin, beds, and two large transport crates, allowing for the transport of additional equipment and supplies.

The set includes:

- 2 rapid-deployment „NSR” type tents,
- power generator,
- 2 air conditioning units,
- 20 „Canadian” type beds,
- 4 air conditioning channels,
- internal (tent) and external lighting system,
- portable toilet,
- portable shower cabin,
- 2 transport boxes.



Technical data of the trailer:

- tare weight of the trailer: 2360 kg,
- weight of the trailer with equipment: 5060 kg,
- number of axles: 1 with mechanical suspension,
- brake type: drum,
- number of wheels: 2 + spare wheel,
- wheels with identical tubeless tires, size 385 / 65 R22.5, along with a full-size spare wheel, located outside the cargo space in a way that prevents it from moving freely (wheel lift),
- service brake: pneumatic, overpressure, two-circuit with automatic brake force regulator,
- equipped with an anti-lock braking system (ABS),
- parking brake: membrane-spring actuator operating on the principle of pressure drop. Controlled by a manual valve from the driver's cabin or a release valve at the trailer,
- the trailer is equipped with an automatic brake,
- braking system equipped with connectors for connecting the trailer's braking system to the towing vehicle's braking system, working in a two-circuit braking system.



# ND-33

## FUEL DISTRIBUTOR TANK

The ND-33 fuel distributor tank is designed for transporting liquid fuels on paved roads and for temporarily storing and dispensing purified, dehydrated, and measured doses of one type of fuel.

The ND-33 fuel distributor tank allows fuel loading and unloading using its own pump with the ability to suction from a depth. It supports and cooperates with one or two tanks or cisterns and works with filling terminals—bottom loading pumps at the terminal with vapor recovery (gas bell).

### Types of liquid fuels transported by the ND-33 tanker:

- **1203** MOTOR FUEL (GASOLINE), Class 3, F1, II,
- **1202** LIQUEFIED PETROLEUM GAS (LPG) or DIESEL ENGINE FUEL or LIGHT FUEL OIL, Class 3, F1, III,
- **1223** AVIATION KEROSENE, Class 3, F1, III,
- **1863** JET FUEL FOR TURBOJET ENGINES (with vapor pressure at 50°C not exceeding 110 kPa), Class 3, F1, II,
- **1863** JET FUEL FOR TURBOJET ENGINES, Class 3, F1, III.



# LOW-LOADER

## SEMI-TRAILER DOB70W

The DOB70W low-loader semi-trailer is designed for the transport of armored tracked and wheeled vehicles, containers, and other heavy loads.

### Description:

- The trailer is adapted for use with vehicles in NATO and US Army standards.
- It is suitable for both paved and unpaved roads.
- Maximum payload capacity: 67.5 tons.
- Pneumatic suspension with an even distribution of weight across the axles.
- Specifically designed for transporting tanks such as Abrams, Leopard, and Challenger.

### Technical Specifications:

- Trailer weight: 19,100 kg
- Number of axles: 6
- Axle types: 3 steering axles, 3 fixed axles
- Braking system: Drum brakes
- Number of wheels: 24, plus 2 spare wheels



# FUEL TANKER

## CD-10

Fuel Tanker for Transport and Distribution - CD10 Model

### Technical Description:

- Tank type: Single-chamber tank with a capacity of 10,000 liters.
- Top filling hatch cover: Ø 250 mm for top-down filling.
- Bottom valve: Pneumatically operated with a diameter of 100 mm.
- Breather valve: Equipped with a fire protection mechanism.

### Fuel Volume Measurement System:

- Fuel pump with protective filter, flow rate from 25 to 250 l/min.
- Flow meter with mechanical counter and pulse generator.
- Automatic fuel dispensing system.
- Delivery hose with a length of approximately 25 meters and a diameter of 32 mm.
- Pneumatically driven hose reel.
- Dispensing unit located at the rear of the tank in the distribution compartment.

### Discharge System:

- Two discharge hoses (75 mm) with TDT approval.
- Discharge valve with a diameter of 80 mm.



# FIELD KITCHENS

Field kitchens are designed with the highest quality, reliability, and ease of operation in mind, even in demanding field conditions. They provide an excellent solution for military forces requiring proven and functional catering equipment in the field.

The field kitchens are fully equipped with the necessary appliances for efficient meal preparation. The products meet all technical requirements and standards applicable to military catering, ensuring safety and reliability.

Our kitchens are designed for easy and intuitive operation, allowing for quick meal preparation in challenging conditions. The design of the kitchens is optimized for transportation in rough terrain, ensuring their mobility and safety during relocation.



# TANKER -DISTRIBUTOR

## CN-33

Tanker-distributor for transportation of fuels with measurement installation type CN33 is designed to transport liquid fuels on hardened surfaces

### Types of liquid fuels transported by the CN-33 tanker:

- **1203** MOTOR FUEL or LIGHT NAPHTHA or PETROL, CL.3, F1, II,
- **1202** GAS OIL or DIESEL FUEL or LIGHT HEATING OIL (flash point not higher than 60°C), CL.3, F1, III,
- **1202** GAS OIL or DIESEL FUEL or LIGHT HEATING OIL (flash point higher than 60°C but not higher than 100°C), CL.3, F1, III,



- **1202** GAS OIL or DIESEL FUEL or LIGHT HEATING OIL (flash point according to standard EN590:2004 Cl.3, F1, III,
- **1202** GAS OIL or DIESEL FUEL or LIGHT HEATING OIL Cl.3, F1, III,
- **1223** JET KEROSENE Cl.3, F1, III,
- **1863** JET FUEL TO TURBINE ENGINES (vapor pressure in temperature 50°C not higher than 110 kPa), Cl.3, F1, II,
- **1863** JET FUEL TO TURBINE ENGINES Cl.3, F1, III,
- all kinds of fuel, including jet fuels ADR specific, permitted for transportation in LGBF tankers.



# DISTRIBUTOR FUEL TANKER

## CD-5

Fuel Tanker with Distributor Type CD-5 is a mobile, autonomous military vehicle designed for transporting fuel on both public and unpaved roads, as well as for its distribution and temporary storage.

The tanker has a usable capacity of 5000 litres. It is designed for operation in conjunction with a CP-5 trailer for fuelling and distribution purposes. It allows for fuel pumping between external tanks and filling from its own tank or from the tank of the towed trailer.

The tanker is equipped with a distribution node that enables filtration and metered fuel distribution.



# FUEL TANKER TRAILER

## CP-5

The fuel tanker trailer type CP-5 is mounted on a two-axle trailer with a front steering axle. The tanker has a usable capacity of 5000 l.

It is designed for operation in conjunction with a CD-5 tanker, ensuring compatibility in terms of fuelling and distribution of fuel.

The trailer is adapted for use on unpaved roads with varied terrain. The tanker allows for both top and bottom filling, and it is also equipped with a connection for compatibility with other devices used for filling and emptying transport tanks.



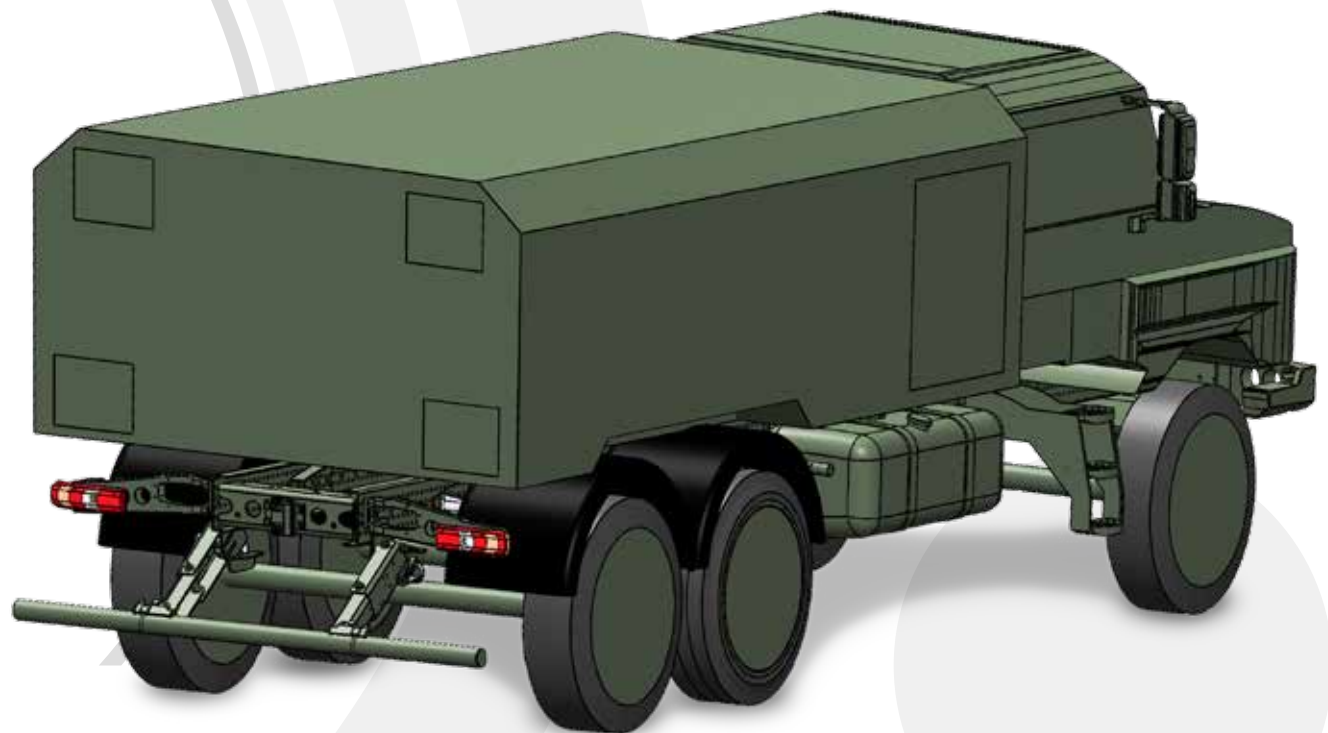


# CW-10

## TANKER

The tanker with a capacity of 10,000 litres mounted on an off-road chassis is designed for the transport, storage, and distribution of drinking water in field conditions.

The tanker can be operated at any time of the year and day within a working temperature range from -35°C to +50°C. Additionally, it can be used for fire-fighting purposes and for terrain irrigation.



# FUEL STATION CONTAINER

## KSP

The fuel station container is designed for filling, distribution, and storage of fuels. The station's construction is adapted for loading onto vehicles and trailers with a hook lift system and ISO container fastening.

The station is equipped with a tank with a capacity of 11,000 litres, a distribution unit powered by a diesel engine, and a hose reel for distribution.





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