

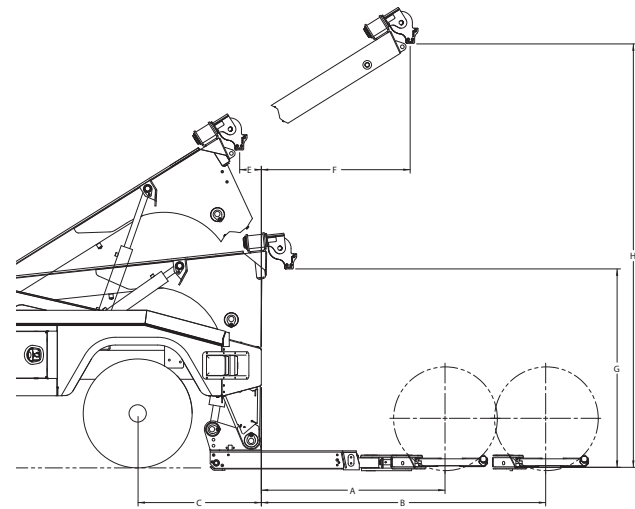
MPL40

Standard Specifications

- > 60" cab-to-axle, 88" wide modular aluminum body with polished diamond plating and side rails
- > Tool storage compartments on both sides with concealed stainless steel hinges, paddle rotary latches and lighting
- > Dual-manual controls, mounted on the rear deck
- > Integrated fender liners and flares
- > 8-ton capacity, all-hydraulic integrated boom and underlift system with power tilt-and-fold cylinders
- > Dual recovery boom elevation cylinders with holding valves
- > Exclusive No-Lube™ technology with major pivot points lubed-for-life and high performance polymer wear pad system
- > Safety package:
 - Alloy safety chains with boom storage pockets
 - Tie down/lasso-style safety straps
 - Federal standard 108 lighting package
 - Backup alarm
- > Wiring harness and Packard weather pack connectors
- > Unitized aluminum light pylon
- > Light pylon marker lights
- > Lower hookup lights
- > Mud flaps
- > Rear auxiliary tow light receptacle

Optional Equipment

- > 24" tunnel-style tool compartment
- > 24" tunnel-style BAT-TOW storage
- > Fold-down light bar
- > Emergency light bar
- > In-cab remote control pendant for underlift
- > In-cab switch panel
- > Upper work lights
- > Trailer ball(s), popular sizes including metric
- > Tow sling
- > Self-loading dollies
- > Front push bumper with grill guard
- > Transmission direct-mounted PTO
- > Engine-driven clutch pump
- > Three-function, in-cab control for manual grids



Do more with a strong, solid recovery boom and winch:

- > High-strength alloy steel integrated boom
 - 16,000 lbs. rating (retracted)
 - 6,000 lbs. rating (extended)
 - 0° - 32° elevation range
 - 58.25" recovery boom extension
- > Single 8,000 lb. planetary type with cable tensioner and 100' of 3/8" wire rope
- > Dual 8,000 lb. high-speed worm gear type with remote free spool, cable tensioner and 100' of 3/8" wire rope

The MPL40 wrecker is available with your choice of three wheel-grid packages:

Hydraulic Self-Loader Package

- > Low-profile crossbar with friction-adjustable, self-centering feature
- > Patented LOCKLINK™ over-center L-Arm locking mechanism
- > Trailer towing adapter
- > In-cab remote control pendant for underlift
- > Available Winches:
 - Single 8,000 lb. planetary type with cable tensioner and 100' of 3/8" wire rope
 - Dual 8,000 lb. high-speed worm gear type with remote free spool, cable tensioner and 100' of 3/8" wire rope

Manual Pivoting T-37 L-Arm Package

- > Wheel retaining arm storage
- > Manual-hydraulic controls
- > Trailer towing adapter
- > Available Winches:
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SPECIFICATIONS UNDERLIFT

	INCHES Auto-grid	INCHES Manual Grids	RATING
A. Tailboard to Center-line of Grid Retracted	53.25"	50.25"	4,000 lbs.
B. Tailboard to Center-line of Grid Extended	82.50"	79.50"	4,000 lbs.
C. Center-line of Rear Axle to Tailboard	35.75"		
D. Power Tilt - 30° UP / 10° DOWN			
**Tow Rating			7,500 lbs.
Maximum Frame Height	38"		

SPECIFICATIONS RECOVERY BOOM

	INCHES	RATING
E. Tailboard to Center-line of Wire Rope Boom Retracted at Maximum Elevation	6.25"	16,000 lbs.
F. Tailboard to Center-line of Wire Rope Boom Extended at Maximum Elevation	43.00"	6,000 lbs.
G. Lift Height from Ground to Hook Boom Retracted at Maximum Elevation	57.50"	
H. Lift Height from Ground to Hook Boom Extended at Maximum Elevation	122.75"	
I. Boom Range of Elevation	0° - 32°	

**The Tow Rating of your Recovery Equipment is limited to the actual GVWR (Gross Vehicle Weight Rating) of your Recovery Vehicle or the capacity of the equipment used. For example, the GVWR of your Recovery Vehicle should not be exceeded by the GCW (Gross Combined Weight) of both Towing and Towed Vehicles. This is the Actual Weight of the Towing Vehicle plus the Towed Vehicle(s) including payload, driver, passenger(s) and fuel (everything that moves with your recovery equipment). However, if the Towed Vehicle has independent braking activated from the Towing Vehicle, then the combined weight towed will be the weight of the Towing Vehicle plus the lifted weight of the Towed Vehicle, which combined should not exceed the GVWR or the GAWR (Gross Axle Weight Rating) of the rear of the Towing Vehicle, or the capacity of the equipment used.

Patents: 5,782,596 & 5,839,775 and Other Patents Pending

Important Notice: All outside Frame Rails extending behind the cab of the chassis must be free of all Air Tanks, Battery Boxes, Fuel Tanks, etc. All ratings comply with SAE J2512 Recommended Practice.

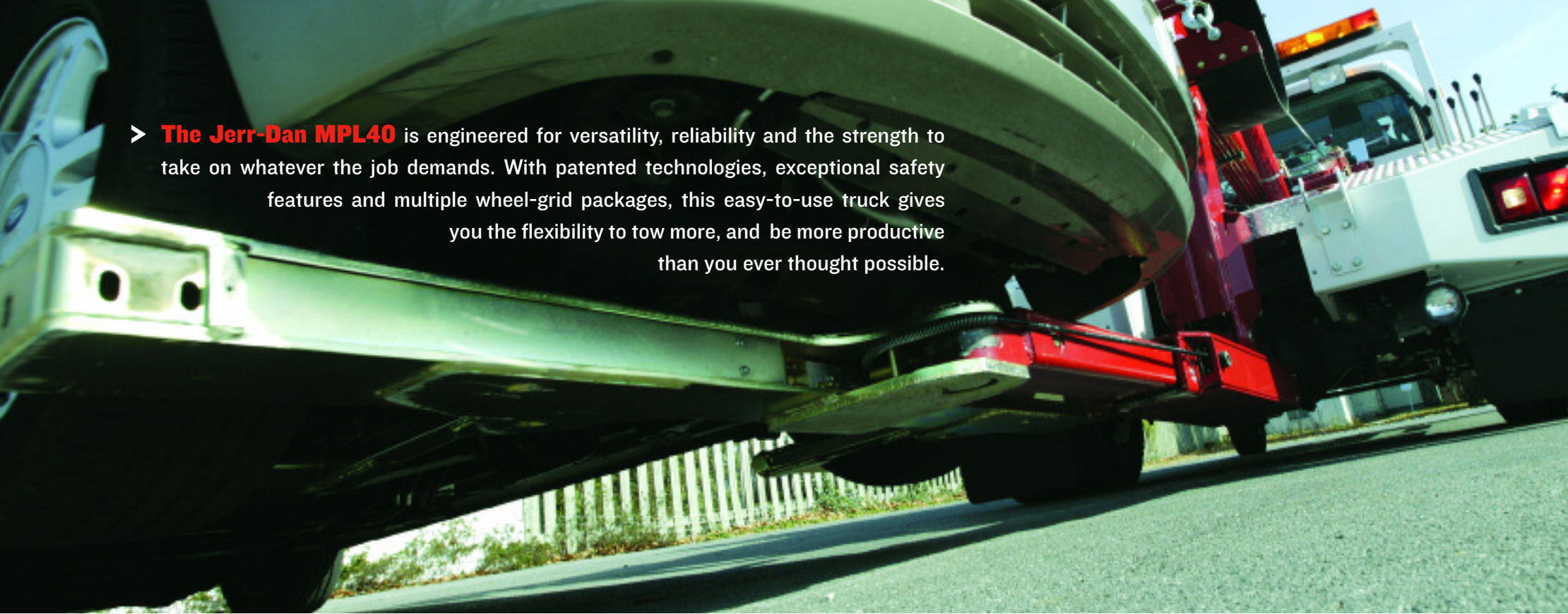
The load-carrying capacity of any truck is determined by the GVWR of the cab chassis. It is important that you determine that your truck has satisfactory carrying capacity and axle ratings for your specific application. Jerr-Dan® authorized sales representatives are available to assist you in this regard. Specifications subject to change without prior notification. Some equipment shown may be optional.



MPL⁴⁰

LIGHT DUTY INTEGRATED WRECKER WITH EXTENDABLE RECOVERY BOOM AND UNDERLIFT SYSTEMS





- > **The Jerr-Dan MPL40** is engineered for versatility, reliability and the strength to take on whatever the job demands. With patented technologies, exceptional safety features and multiple wheel-grid packages, this easy-to-use truck gives you the flexibility to tow more, and be more productive than you ever thought possible.

Do more than you ever thought possible
> > > **with the versatile, durable MPL40 from Jerr-Dan.**

> > **The MPL40 delivers the best visibility of any wrecker in its class.**

The tapered low-profile deck with its unique space between the body and boom gives you a clear view of the underlift and crossbar. Even the 8,000 lb. capacity winch(es) are low-mounted below the rear window, to make sure nothing limits your visibility. That helps you work faster and minimize the potential for damage.

> > **Jerr-Dan makes the job quick, easy and safe.**

The self-loading crossbar itself has a self-centering, friction adjustable feature that holds it in place and keeps it straight as you position it under the vehicle. This saves the operator time on the job, and it makes this truck so easy to operate that even the most inexperienced towers can move the crossbar in place quickly and safely.

With rear deck mounted driver's and passenger's side manual controls, you can choose the best side to work. You also have the choice of in-cab remote controls which are standard on the self-loader configuration, giving you full control of every situation.

One of the most important safety features of the MPL40 self-loader configuration is the patented LOCKLINK™ mechanism. This over-center, self-locking device mechanically locks the wheel retaining arms in the fully tire engaged position. This protects you and the vehicle you're towing if a hydraulic cylinder, hose or fitting should ever fail.

GET MORE OUT OF ONE WRECKER.

Multiple wheel-grid optional packages

- > Self-loader style including low-profile crossbar, patented LOCKLINK™ over-center L-Arm locking mechanism. And the 90° crossbar locking mechanism allows you to pick up cars in the most difficult positions.
- > Manual pivoting T-37 L-Arm package with manual hydraulic controls.
- > Manual L-Arm package with manual hydraulic controls.

Choose one of the above wheel-grid packages when ordering your MPL40.

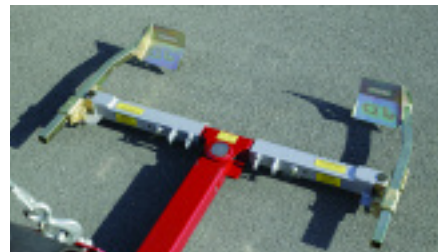
Industry's lowest-profile self-loader crossbar

- > 4½ inch profile for the crossbar delivers excellent oil pan clearance.
- > Tow the sleekest, sportiest cars.

Negative-tilt crossbar mechanism
Make downhill picks other wreckers aren't prepared to handle.



Hydraulic Self-Loader Package



Manual Pivoting T-37 L-Arm Package



Manual L-Arm Package

ALWAYS READY, NO EXCUSES.

The MPL40 is engineered and built to stand up to anything you throw at it. The reinforced aluminum body is lighter, reducing the wear and tear on your chassis. The MPL40 will look great over the long haul because the aluminum body is more corrosion resistant than steel, and every piece of the body is individually painted before assembly. Plus, the exclusive modular body allows you to save maintenance costs by replacing only damaged components, not the entire body.

The MPL40 is equipped with Jerr-Dan's exclusive No-Lube™ System with lubed-for-life major pivot points, ultra-life nylon composite slide pads, composite bearings and hardened electroless nickel plated pins. This unbeatable system delivers years of worry-free performance, saving you considerable maintenance time and expense.

The cylinders are enclosed in the crossbar assembly, keeping them out of the workspace and protecting them from rubbing against the frame. The hydraulic lines and hoses on the underlift are also covered, increasing their longevity and saving you costly repairs. Even the body and underlift are protected from dirt and debris with a single-piece, integrated fender liner and flare.