Skid carrier tippable



Produktvorteile und Optionals

? Robust, payload-optimised trailer for transporting and tip-emptying roller containers in accordance with DIN 30722
? "Made in Germany"
? Smooth container transport thanks to continuous longitudinal beam design
? Can be loaded from the front with the trusted drawbar lowering device
? For use of containers with defective rollers and different container lengths
? Load securing with low-noise and pneumatic 4-point container locking mechanism
? Immobiliser blocks the brakes when the container locking mechanism is open
? Individual trailer configuration
? OPTIONALS: Hüffermann elegance edition

Fahrzeugdetails

TYPE DESIGNATION

SKID CARRIER, 2-AXLE TURNTABLE

Twin tyres HSA 2

Single tyres HSA 2

WEIGHTS

Total weight (techn./perm.): from 18 t – 20 t, depending on the national approval regulations

Additional or reduced weight depending on the equipment.

DIMENSIONS

Roller container lengths of 6500 mm – 7000 mm inner length

Total lengths depending on the type design and drawbar selection

FRAME

A continuous longitudinal girder construction with optimised material strength ensures smooth container transport. The longitudinal beam design is made of high-strength, grade S700 steel. With lateral guide rollers, it prevents jamming of the skid.

Tipping device: A specially designed tipping bearing attached at the rear connects the chassis with the tipping frame. A high-quality, double multi-stage hydraulic cylinder with gimbal tips even overloaded containers with ease at an operating pressure of 280 bar. The hydraulics are designed for a single-circuit tipping hydraulic system as standard. As an alternative, a dual-circuit hydraulic system with pressure and return flow line is offered in the product range.

CHASSIS

We only use axles from renowned manufacturers. Air suspension chassis with disc brakes or drum brakes, including automatic lowering function

Tyres

8 tyres 235/75R 17.5 (10 t axles)

8 tyres 265/70R 19.5 (10 t axles)

4 tyres 385/55R 22.5 (9 t axles)

Other tyre sizes upon request.

Optional: Spare wheel, aluminium rims 19.5 / 22.5, tyre pressure monitoring and control systems, manual lifting/lowering function

BRAKE SYSTEM

- WABCO brake system with ABS and EBS
- Knorr brake system with ABS and RSP as an option

Optional:

- Brake pad wear display
- Rear area monitoring (Wabco)

ELECTRICAL EQUIPMENT

Hella module lighting device with function lights with partially LED technology, including LED position light, LED outline marker lights at the rear and LED side marker lights, flashing.

Optional:

- LED work lights
- 2 additional LED reversing lights at the rear

- Three round LED tail lights, instead of the module lights
- Additional brake light on the centre panel
- Various warning and surrounding lights
- Independent "PS-Fix" parking light system

PAINTWORK

Paintwork in one RAL colour according to the customer’s wishes (except metallic colours), skids and load securing elements in RAL 1003 signal yellow as standard.

Automatic blasting:

Before the paintwork, the trailer chassis are blasted in the automatic blasting machine specially designed for our trailer types, based on 12 consistently strong, automated and ring-shaped blast wheel turbines. Thanks to the special Hüffermann blasting abrasive, this results in a more homogeneous blasting pattern. Within the scope of the control process, additional blasting is performed manually, depending on the chassis design.

Priming: Application of an epoxy resin-based primer without electrostatics. Also for long-term and resilient corrosion protection.

Top coat: The 2-component top coat with a high solid content is individually applied in the desired colour (RAL) with the electrostatic method. As a result, even the smallest cracks are covered with paint and the protection and look is preserved over the years.

Sealing: After the assembly and the final approval of the vehicle from Quality Assurance, the vehicle is preserved at material contact points and transitions. Preservation is accomplished with Dinitrol cavity wax.

Standard version without paintwork on the side collision protection, silver rims. Axles with black CDP coating. Add-on parts are galvanised.

Optional: Arc galvanising

Zinc wire is melted by an arc, atomised with compressed air and applied onto the freshly blasted surface of the chassis (without add-on parts). Together with the subsequent paintwork, this achieves corrosion protection with similar properties as hot-dip galvanising. Another advantage is the low heat input. This ensures that the structure of high-strength steels is not modified and large areas do not tend to warp.

Electrical arc galvanising offers a clear advantage in terms of the duration of protection, hardness, bonding strength, abrasion resistance, stone chipping resistance and edge protection.

ACCESSORIES

Rear marking

- ECE sign

Optional: Waste, parking or ADR signs

- Wheel chocks (2)

Optional storage areas:

- Standard storage box 600 x 500 x 500 mm
- Stainless steel storage box
- Storage area for nets in different sizes
- Pallet storage compartments

DRAWGEAR

Turntable with sealed ball race and V-drawbar with 40 mm drawbar eye. Optional: Centre pillar drawbar or drawbar with adjustable length, different drawbar eye versions. Drawbar lowering device with air bellows control via a pneumatic valve outside of the hazard area. Field-tested lever arrangement, plus generously dimensioned lifting bellows for lifting and lowering the drawbar with low supply pressure. Lowering without ground contact (of the drawbar).

LOAD SECURING

The container is secured in front of the container roller with a pneumatically actuated lever in the travel direction. Two pairs of locking elements secure the roller container on the tipping frame. Thanks to an eccentric effect, even slightly bent container belts are tightened with a tension force of approx. 2500 kg per element. It is operated with air valves on the left side of the trailer.

ADD-ON PARTS

Underride guard, galvanised, with vertical rubber buffer

Impressionen



Seitenansicht Kippvorgang