

3-axle sliding tarpaulin platform semitrailer - combined transport



Produktvorteile und Optionals

- Low corrosion, high-quality aluminium body components, tested according to EN 12642 XL
- Torsionally rigid, welded ladder frame structure
- Installation of axles from well-known manufacturers such as SAF or BPW
- Perforated external frame with approx. 100 mm hole spacing, 40/25 mm slot according to DIN EN 12640 and 23 pairs of recessed 2.5 t
- Reinforced frame construction with 4 grip edges for crane-based rail loading
- Reinforced aluminium hollow profile front wall with integrated equipment bracket
- Bolted portal at rear with aluminium corner posts and fully opening double door in profile design
- Double floor consisting of subfloor with integrated steel omega profiles beneath resin-coated wear floor (stacker axle load: 7 t)
- Aluminium tarpaulin mounting strips on both sides of external frame
- Aramid cover over grip edges to protect tarpaulin
- Special air suspension unit for combined transport loading

Fahrzeugdetails

TYPE DESIGNATION

3-AXLE SLIDING TARPAULIN PLATFORM SEMITRAILER RH150 - COMBINED TRANSPORT

WEIGHTS

Gross train weight (perm.): 45 t

Gross weight (techn.): 39 t

Axle assembly load (techn.): 27 t

Fifth-wheel load (techn.): 12 t

Tare weight: approx. 6.5 t

DIMENSIONS

Internal platform length: approx. 13,620 mm

Internal platform width: approx. 2,480 mm

Total width: 2,550 mm

Load space internal height: approx. 2,675 mm

Lateral loading height below guide rail: approx. 2,585 mm

Internal width between guide rails: approx. 2,430 mm

Portal loading height: approx. 2,585 mm

Portal loading width: approx. 2,480 mm

Loading height: approx. 150 mm over fifth-wheel height

Suitable for rail profile P 400 = total height max. 4,000 mm with lowered air suspension

and fifth-wheel height of 1,130 mm

FRAME

Welded steel frame construction, reinforced with 4 grip edges for crane-based rail loading

Frame for unladen fifth-wheel height of 1,130 - 1,220 mm with air-sprung STT

Replaceable 2" kingpin (EC installation dimension,

width across corners: 2,040 mm)

Perforated external frame with approx. 100 mm hole spacing, 40/25 mm slot according to DIN EN 12640 and 23 pairs of recessed 2.5 t lashing points

CHASSIS

Air suspension with lifting and lowering device (approx. +120/-80 mm), in splitter configuration

Automatic adjustment of driving level from 15 km/h

air suspension unit with low-maintenance disc brake axles,

(ø 370 mm), splitter unit for use in combined transport

3 x 9 t rigid, wheelbase 1,410 + 1,310 mm (for 27 t rear axle load)

Tyres:

6 x 385/65 R 22.5 160J, manufacturer as per factory specifications

6 steel wheel rims 11.75 x 22.5, 10-hole, 120 mm rim offset, silver

SUPPORT FIXTURES

Mechan. 2 x 12 t support jacks, single-sided operation and thrust compensation, manufacturer as per factory specifications

BRAKE SYSTEM

Brake system according to EC Directive 71/320 or ECE R13

Two-line brake

EBS - electronic brake system

Wabco 2S2M = one axle sensed

RSS - stability program

Spring-loaded parking brake on 2 axles

Steel air tank

FLOOR

Spruce subfloor, 30 mm, lengthwise

Galvanised steel omega profiles in subfloor

Secondary floor made from resin-coated birch plywood, 9 mm, flush with external frame

(floor load capacity: 7 t stacker axle load)

ELECTRICAL EQUIPMENT

24 V lighting system according to EC Directive 76/756/EWG

2 seven-chamber tail lights mounted in light carrier

LED side marker lights

2 clearance lamps

2 contour lights on underride protection

2 x 7-pin and 1 x 15-pin socket

PAINTWORK

Blasted with steel granulate, treated with zinc dust primer and spray painted with 2-component acrylic paints for commercial vehicles (standard RAL or truck colour)

Plastic and hot-dip galvanised parts unpainted,

powder-coated attachments/installation parts black

Reflective contour marking strips across entire length of sides and all-round contour marking at rear (white on sides and red at rear by default), according to ECE 48

ACCESSORIES

Rear markings as per ECE standards (horizontal on rear doors/rear wall)

Assembly of provided codification plates

ATTACHMENTS

Rear crash guard with portal post protection and lower post reinforcement

Wheel chock(s) as per regulations

1 x retractable step unit at rear right

Single wheel plastic mudguards with spray protection as per regulations

Aluminium tarpaulin mounting strips bolted on both sides of external frame

Tubular underride protection, backward-folding (for rail loading)

Side impact protection made from aluminium profiles as per regulations, coated black, foldable and height-adjustable (for rail loading)

1 spare wheel bracket for 1 spare wheel

1 plastic toolbox, lockable, unpainted

1 document box on front wall

SIDE WALLS/SLIDING TARPAULIN

Fixed aluminium hollow profile front wall, 2,400 mm, with 2 centre supports,

2 lashing rings inside for load securing

Closed with tarpaulin over front wall, in same colour as side tarpaulin

Front wall reinforced inside with galvanised steel plate,

approx. 650 mm high

Plastic sliding tarpaulins on both sides with load certification according to Code XL; welded horizontal and vertical strap reinforcements incl. turnbuckles as well as front and rear bolt locks, openable on all 4 corners, with ratchet tensioner at rear

tarpaulin manufacturer as per factory specifications, tarpaulin colour according to availability

tarpaulin sealed against external frame,

Aramid tarpaulin protection (yellow) applied over grip edges

Aramid-reinforced plastic roof tarpaulin, flame retardant according to "DIN 4102 ÖNORM B1" as per national rail standards, translucent

Bolted portal at rear with aluminium corner posts, upper crossbeam with forward-sliding cover, incl. fully opening double door in profile design covering entire load space height, each leaf equipped with 2 internal espagnolettes

POSTS/COVER

2 fixed aluminium corner posts at front, bolted, protruding from sides

3 centre posts on left in direction of travel, movable across entire length

3 centre posts on right in direction of travel, movable across entire length

4 rows of slat pockets, 1st pocket row at bottom 460 mm, spacing

approx. 160/450/450 mm, with 4 rows of aluminium pointed

slats 100/25 mm

Versus sliding cover with plastic brackets, reinforced cross bows (as per national rail

standards), forward-sliding with automatic elevation, limited backward movement (opened from above) = pushed together in loading area, with vertical and horizontal guide rollers = smooth operation

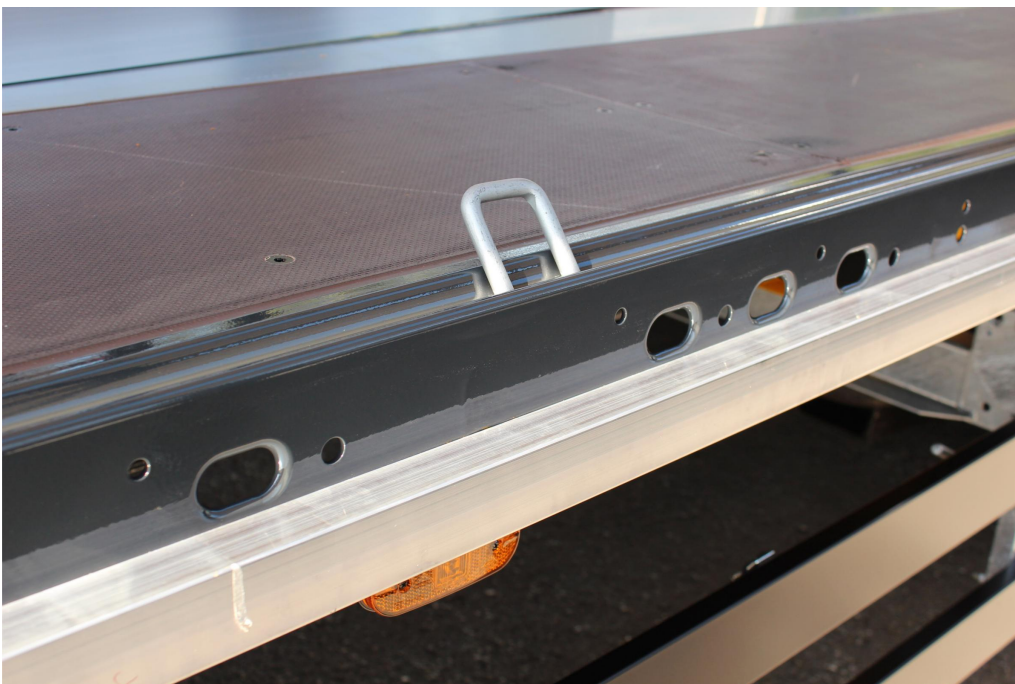
Aluminium guide rail profile on both sides for sliding tarpaulins and posts, design height 140 mm

Control rod for sliding tarpaulin (bracket on interior side protection)

Impressionen



Low corrosion, high-quality aluminium body components, tested according to EN 12642 XL



Perforated external frame with approx. 100 mm hole spacing, 40/25 mm slot according to DIN EN 12640 and 23 pairs of recessed 2.5 t



Double floor consisting of subfloor with integrated steel omega profiles beneath resin-coated wear floor (stacker axle load: 7 t)



Reinforced aluminium hollow profile front wall with integrated equipment bracket



Reinforced frame construction with 4 grip edges for crane-based rail loading



Bolted portal at rear with aluminium corner posts and fully opening double door in profile design



Loading example at the railway terminal



Torsionally rigid, welded ladder frame structure

