3-axle-aluminium-box-body-tipper-se mitrailer



Produktvorteile und Optionals

Fahrzeugdetails

TYPE DESIGNATION

3-AXLE ALUMINIUM BOX BODY TIPPER SEMITRAILER

for road use for sand, crushed stone, digging, etc.

DIMENSIONS

Approx. body inside length 7,350 mm

Approx. body inside width 2,340 mm

Approx. body inside height 1,400 mm

= Approx. cargo volume 24 m³

Total width 2,550 mm

Approx. loading height when empty 415 mm above the fifth wheel coupling

FRAME

Welded steel frame design in weight-optimised lightweight design

Replaceable 2" kingpin

CHASSIS

Air suspension with automatic lowering device operated by inductive switch and lowering lock operated by rotary switch on semitrailer

Air suspension unit with low-maintenance disc brake axles, ø 430 mm,

3 x 9 t rigid, wheelbase 2 x 1,310 mm

Automatically lifting front axle = lifting and lowering depending on the weight and

together with forced lowering incl. speed-limited starting aid for pushbutton operation in the driver's cab (without pushbutton installation on our part)

TYRES

6x 385/65 R 22.5 160J, prod. according to factory selection

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

SUPPORT FIXTURES

2 height-adjustable steel folding jacks (only detachable when empty)

BRAKE SYSTEM

Brake system pursuant to EC Directives 71/320 and/or ECE R13

Two-wire brake

Spring-loaded parking brake on 2 axles

EBS - electronic braking system

Wabco 2S2M = one axle sensed

RSS - stability programme

Aluminium air tank

TIPPING SYSTEM

1 high-pressure front cylinder for backward tipping, tipping angle approx. 49°

1-tube system with fixed screw coupling HDK BG6 coupling thread M48x3

TIPPER BODY

Aluminium hollow profile body with upper stabilising frame;

Reinforced front wall,

Side walls from hollow profiles 40 mm, smooth inside and outside,

Slanting front and rear wall in side wall height = circumferentially flush

Hard aluminium inner lining 4 mm, continuously welded, rising backwards in the last 2,500 mm

Floor panel 6 mm or rear panel in a length of approx. 2,000 mm - 10 mm thick

Aluminium rear wall = pendulum wall with low-level payload and automatic-mechanic 2-hook central lock;

1 hand lever;

Without excavator protection and ladder

Fixed rear discharge chute (chassis clearance tipped approx. 600 mm)

Steel platform with aluminium safety grating, guard rail and foldable ladder on the left

ROLLER TARPAULIN

Plastic roll tarp incl. aluminium tube and hand crank, without customs seal,

on the right with keder fastening on top box section,

zig-zag tie fastening in the front and back incl. control rod

1 removable transverse support and stop bracket on the right for roll tarp

Holder for rolled-up tarpaulin

Tarpaulin attached on the left with 3 mounting brackets and central front tensioner, without tension belts (quick lock on top box section)

ELECTRICAL EQUIPMENT

24 V lighting system persuant to EC Directive 76/756/EEC

2 five-chamber LED tail lights

LED side marker lights

2 LED marker lights

2 LED contour lights

2 licence plate lamps

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

PAINTWORK

Blasted with steel granulate, multilayer epoxy zinc phosphate primer and top coat with 2-component polyurethane top coat

Chassis = RAL ... (optional)

Painted body and rear wall = RAL ... (optional)

Plastic and hot-dip galvanised parts unpainted,

powder-coated attachments/mounting parts (black)

Reflecting contour marking strip on entire side length and reflecting circumferential contour marking at back (white on side and red at back by default) pursuant to ECE 48

ATTACHMENTS

Wheel chock(s) as per regulation

Noise dampers = rubber pads

Unpainted folding trapezoidal aluminium underride protection

Plastic single wheel mudguards with spray protection as per regulation

Side impact protection

Mount for brake and electrical connections under the standing platform in the front

WEIGHTS

Total train weight (adms.) 40 t

Total weight (techn.) 39 t

Axle assembly load (techn) 27 t

Fifth-wheel load (techn.) 12 t

Payload approx. 28 - 29 t

Tare weight approx. 5.2 t (+/- DIN tolerance)

Impressionen



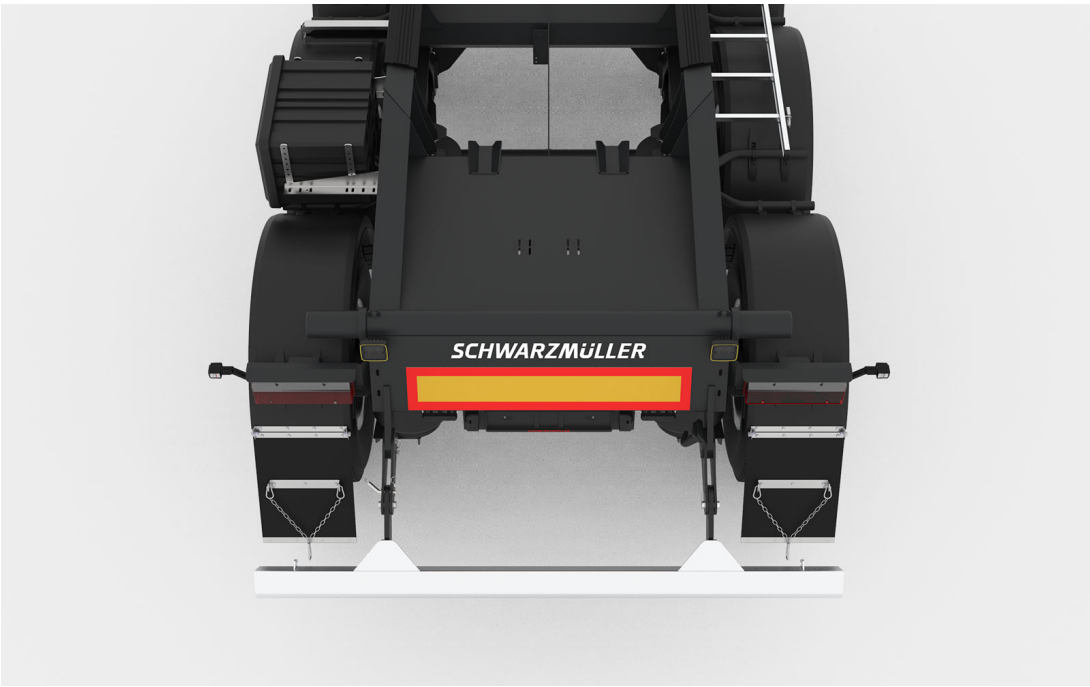
A proven and sophisticated solution ensuring perfect stability in the rear end area of tipper semitrailers throughout the entire tipping process.



These special cross members work like the torsion box to add extra stability to the tipper semitrailer throughout the entire tipping process.



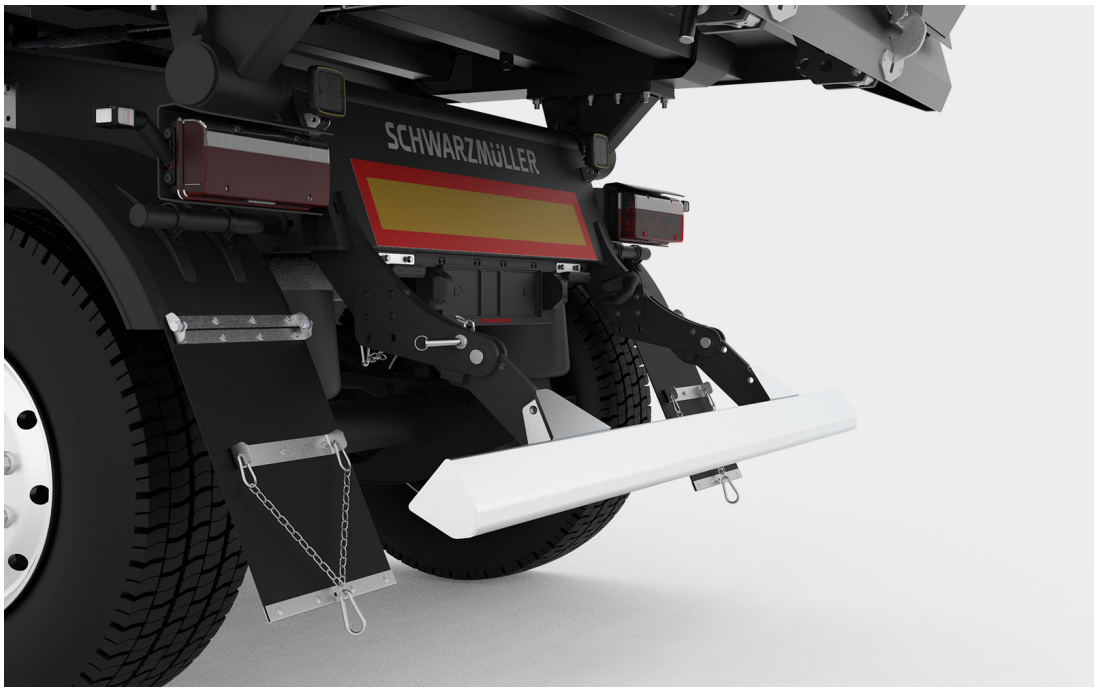
An advantage Schwarzmüller vehicles have over many competingproducts is the parallel arrangement of both longitudinal frames. as it provides more stability in every situation.



The tipper shaft is not only welded on the side but all the way along. What you get is enhanced stability while tipping.



A special linkage assembly automatically unlatches the hinged rear wall then tipping and also re-latches it when lowering the box.



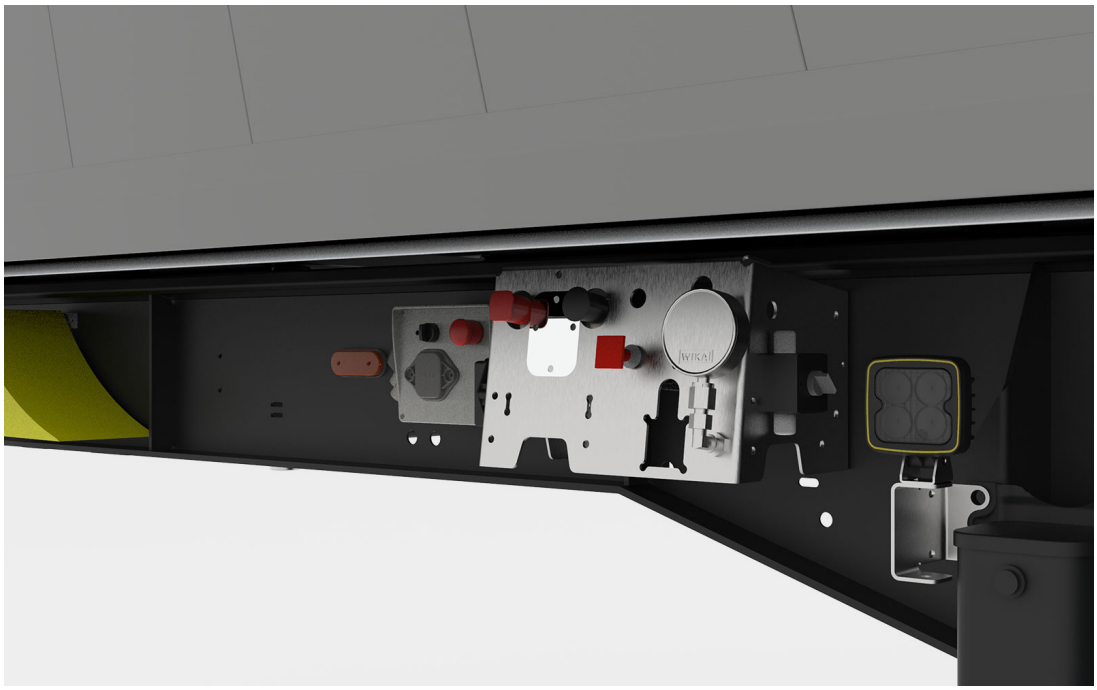
Standard underride protection models tip up to maintain the chassis clearance required for road-finishing use.



Schwarzmüller tipper semitrailers feature single wheel mudguards. They protect both other road users and the tipper box against road stone and dirt.



Use the platform to climb the box, monitor the loading process and open or close the tarpaulin.



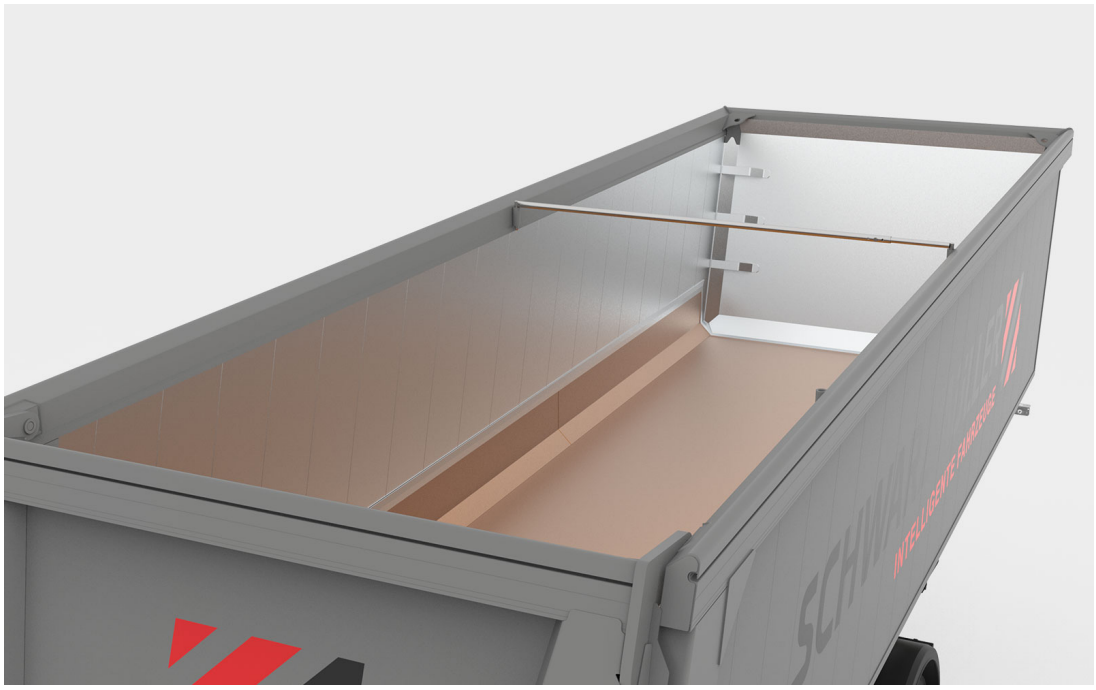
Arrangement shared by control elements such as brake release valves, lifting and lowering mechanism, trailer monitoring or lowering lock for easier use.



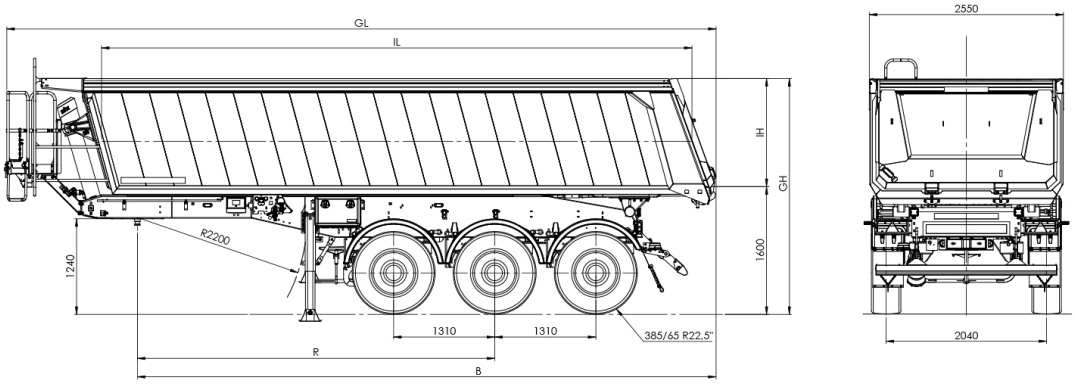
Electrically operated and remote-controlled sliding roof that conveniently opens and closes without having to climb up to the platform.



Toolboxes of various sizes can be optionally mounted on the vehicle.



Depending on the use, steel, Hardox® or Quicksilver® wear plates can increase the useful life of the tipper vehicle.


GL
IL
IH
GH
R2200
1240
1600
1310
1310
385/65 R22,5"
R
B
2550
2040