2-axle steel segment tipper semitrailer



Produktvorteile und Optionals

? Stable and torsionally rigid chassis construction with additional torsion tubes
? Maximum stability thanks to automatic lowering device
? Hard chrome-plated, high-quality front tilt cylinder
? Specially canted body for maximum impact and wear protection
? Optimum load distribution thanks to slanted front wall
? Standing platform at front wall for operating roller tarpaulin
? Installation of axles from well-known manufacturers such as SAF or BPW
? OPTIONAL: Body sizes available for different load volumes
? OPTIONAL: lightweight segmental steel tipper with 4 mm floor thickness and 3 mm wall thickness - payload advantage approx. 300 kg
? OPTIONAL: External rear wall for higher load volume
? OPTIONAL: Special hinged rear wall for extra high opening with recessed mounting and automatic hydraulic operation
? OPTIONAL: Heavy-duty version for rock/stone transport with increased floor and wall thickness
? OPTIONAL: Roller cover - operated manually or via electric remote control

Fahrzeugdetails

TYPE DESIGNATION

2-AXLE STEEL SEGMENT TIPPER SEMITRAILER For rubble, excavated earth, etc. on building sites

DIMENSIONS

Tipper body internal length: approx. 7,350 mm Tipper body internal width: approx. 2,330 mm Tipper body internal height: approx. 1,470 mm = load volume: approx. 24 mÂ³ Total width: 2,550 mm Loading height, unladen: approx. 250 mm over fifth-wheel coupling

FRAME

Naxtra welded steel frame construction = lightweight design Replaceable 2" kingpin

CHASSIS

Air suspension with autom. lowering device via inductive switch and lowering lock via rotary switch on semitrailer air suspension unit with low-maintenance 430 mm disc brake axles, off-road version, 2 x 9 t rigid, wheelbase 1,310 mm Autom. lifting front

axle = raised or lowered according to weight, as well as forced lowering incl. integr. speed-restricted moving-off aid with button operation in cab (no button installation on our part) Tyres : 4 x 385/65 R 22.5 160J, manufacturer as per factory specifications 4 steel wheel rims 11.75 x 22.5, 10-hole, 120 mm rim offset, silver

SUPPORT FIXTURES

2 steel support legs, height-adjustable (only detachable when unladen)

BRAKE SYSTEM

Brake system according to EC Directive 71/320 or EC E R13 Two-line brake Spring-loaded parking brake EBS - electronic brake system Wabco 2S2M = one axle sensed RSS - stability program Steel air tank

TIPPING SYSTEM

1 HP front press for rearward tipping, tipping angle approx. 50Â° 1 pipe system with screw coupling DN20

ELECTRICAL EQUIPMENT

24 V lighting system according to EC Directive 76/756/E WG 2 seven-chamber tail lights LED side marker lights 2 clearance lamps 2 contour lights 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

ATTACHMENTS

Wheel chock(s) as per regulations Noise dampers = rubber pads Foldable aluminium trapezoidal underride protection, unpainted Single wheel plastic mudguards with spray protection as per regulations Side impact protection

WEIGHTS

Gross train weight (perm.): 40 t Gross weight (techn.): 36 t Axle assembly load (techn.): 18 t Fifth-wheel load (techn.): 18 t Payload: approx. 24 - 25 t Tare weight: approx. 5. 7 t

ACCESSORIES

Rear markings as per ECE standards

TIPPER BODY

Complete steel body (incl. front and rear wall plus top belt) made of abrasion-resistant steel, with reinforced top belt, floor thickness 5 mm, wall thickness 4 mm, angled front and rear walls Slanting front and rear walls, flush all over on top for roll cover Rear wall = hinged wall with countersunk bearing and automatic mechanical 2-hook central locking Fixed discharge chute at rear = floor panels throughout (ground

clearance when tipped: approx. 650 mm) Steel standing platform with aluminium safety grate, with safety railing and steps, on chassis frame

ROLL COVER

Plastic roll cover incl. aluminium tube, complete with hand crank, non-sealed, Covers made as per factory specifications, cover colour subject to availability Locking device for unrolled cover on right in direction of travel Horizontal rope lashing cover bracket on the right side, zigzag lashing at front and back, With 3 lashing straps on the left side incl. rubber pads, as well as turnbuckles on the underside of the body 1 removable transverse support and stop bracket for roll cover on the right side

Impressionen



Roll-on cover - operated either manually or using an electrical remote control



Standing platform on the front wall for operating the roller tarpaulin



Stable and torsionally rigid chassis design with additional torsion tubes



OPTIONAL: External rear wall for higher load volume



Specially canted Hardox body for maximum impact and wear protection



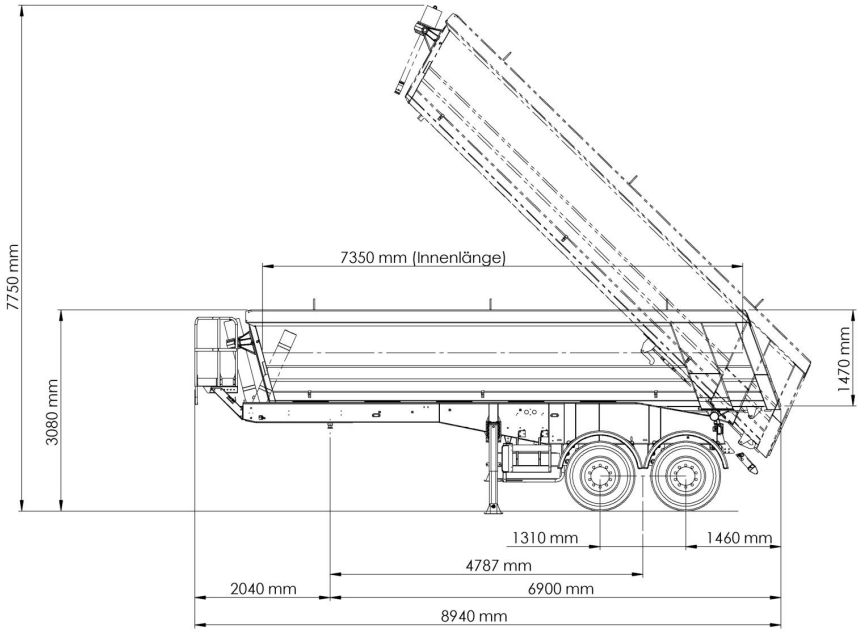
OPTIONAL: Special hinged rear wall for extra high opening with recessed mounting and automatic hydraulic operation



Stahl-Rückwand = Pendelwand mit versenkter Lagerung und autom.-mech. 2-Haken-Zentralverschluss



Optimum load distribution thanks to slanted front wall


7750 mm
7350 mm (Innenlänge)
3080 mm
1470 mm
1310 mm
1460 mm
4787 mm
2040 mm
6900 mm
8940 mm