

# 3-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 Hardox 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

3-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 m<sup>3</sup> Total width: 2,550 mm Loading height, unladen: approx. 250 mm over fifth-wheel coupling

---

## FRAME

Naxtra welded steel frame construction in weight-optimised 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, 3 x 9 t rigid, wheelbase 2 x 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 : 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**

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. 45° 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

---

## **WEIGHTS**

Gross train weight (perm.): 40 t Gross weight (techn.): 39 t Axle assembly load (techn.): 27 t Fifth-wheel load (techn.): 12 t Payload: approx. 27 t Tare weight: approx. 6 t

---

## **ACCESSORIES**

Rear markings as per ECE standards

---

## **HARDOX TIPPER BODY**

Complete steel body (incl. front and rear wall plus top belt) made of Hardox, 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. 600 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



OPTIONAL: External steel 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



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





Stable and torsionally rigid chassis design with additional torsion tubes



Steel rear wall = hinged wall with recessed bearing and autom. mech. dual-hook central locking



Optimum load distribution thanks to slanted front wall



Standing platform on the front wall for operating the roller tarpaulin

