

2-axle steel segment tipper semitrailer - wheelbase 1,810



Product benefits

- Cost-effective alternative to tipper body on 4A truck
- Flexibility in terms of choice of semitrailer tractor
- 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: External rear wall for higher load volume
- OPTIONAL: lightweight segmental steel tipper with 4 mm floor thickness and 3 mm wall thickness
- payload advantage approx. 300 kg
- OPTIONAL: Special hinged rear wall for extra high opening with recessed mounting and automatic hydraulic operation
- OPTIONAL: Roller cover - operated manually or via electric remote control

Product details

TYPE DESIGNATION

2-AXLE STEEL SEGMENT TIPPER SEMITRAILER - WHEELBASE 1,810 MM

For rubble, excavated earth, etc. on building sites

DIMENSIONS

Tipper body internal length: approx. 6,500 mm

Tipper body internal width: approx. 2,330 mm

Tipper body internal height: approx. 1,470 mm

= load volume: approx. 20.5 m³

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 drum brake axles,

2 x 10 t rigid, wheelbase 1,810 mm

S-cam brake 420/200 mm, autom. brake linkage adjuster

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 425/65 R 22.5 165K, manufacturer as per factory specifications

4 steel wheel rims 14.00 x 22.5, 10-hole, without 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. 50°
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.): 38 t
Gross weight (techn.): 32 t
Axle assembly load (techn.): 20 t
Fifth-wheel load (techn.): 12 t
Payload: approx. 24 - 25 t
Tare weight: approx. 5.6 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

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

Product impressions



Inclined front wall with hard chrome-plated, high-grade front tilt cylinder



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Axles with a wheelbase of 1,810 mm



OPTIONAL: External rear wall for higher load volume



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



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



Foldable aluminium trapezoidal underride protection



Stable and torsionally rigid chassis design with additional torsion tubes

