

# 3-axle full aluminium segment tipper semitrailer with thermal insulation



## Product benefits

- protected temperature analysis unit for optimal temperature monitoring
- mobile printer unit for logging the transport of mixtures
- high-quality, non-moisture-sensitive insulation across the whole body with solid clamping straps that are easy to repair
- floating insulation panels to compensate for temperature-induced linear expansion
- stable, torsionally rigid aluminium chassis design with additional torsion tubes for high tipping stability
- shut-off valve for road-finishing use
- installation of axles from well-known manufacturers such as SAF or BPW
- OPTIONAL: body size 26.5 m<sup>3</sup> with inner height of 1640 mm
- OPTIONAL: continuous steel wear floor with welded aluminium frame
- OPTIONAL: external rear wall for higher load volume

- OPTIONAL: roller cover - operated manually or via electric remote control
- OPTIONAL: pneumatic underride protection that can be raised
- OPTIONAL: body and chassis painted

## Product impressions

### TYPE DESIGNATION

3-AXLE FULL ALUMINIUM SEGMENT TIPPER SEMITRAILER  
WITH THERMAL INSULATION

For bituminous mixtures, sand, rubble, excavated earth, etc. in on-road deployment

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### 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. 29 t

Tare weight: approx. 4.8 t

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### 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. 340 mm over fifth-wheel coupling

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### FRAME

Welded aluminium frame construction

Replaceable 2" kingpin

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### 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,  
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 (road tread)

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

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## **SUPPORT FIXTURES**

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

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## **BRAKE SYSTEM**

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

Two-line brake

Spring-loaded parking brake

EBS - electronic brake system

Wabco 2S2M = one axle sensed

RSS - stability program

Aluminium air tank

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## **TIPPING SYSTEM**

1 high-pressure front press for rearward tipping, tipping angle approx. 45°

1 pipe system with screw coupling DN20

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## **TIPPER BODY**

Aluminium tipper in semi-circular segmental construction,

6 mm floor and wall thickness

6 mm aluminium wear-resistant floor in rear area, approx. 3,500 mm from end of discharge chute, raised over floor edge at sides, welded all-round

(The service life of the wear-resistant floor depends on the tipping frequency/material)

Angled front and rear walls, in side wall height (flush for roller tarpaulin)

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

Fixed discharge chute at rear = floor panels throughout (ground clearance when tipped: approx. 600 mm)

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## **THERMAL INSULATION: R-VALUE 1.65 M<sup>2</sup>K/W (AT 20°C)**

Complete body insulation approx. 50 mm thick at front, side and rear

1 mm aluminium cladding, sealed

5 x "Schwarz Müller" temperature sensors

Arrangement in accordance with legal requirements:

= as cited in Special Circular No. 4/2013 of 26 November 2013 issued by the DAV (German Asphalt Association)

Incl. measuring equipment with display and portable printer

Note :

Requirements for tractor unit:

## **STEADY PLUS ON PIN 9**

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### **ROLLER TARPAULIN**

Plastic roller tarpaulin

### **900 G/MÂ² REINFORCED**

incl. aluminium tube and hand crank, without customs sealing,

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

Retainer for rolled-up tarpaulin on right in direction of travel

Horizontal tarpaulin bracket rope fastening on right,

front and rear zig-zag lashing,

Three retaining brackets on left in direction of travel and central tensioner at front,

without tension belts (quick-release fastener on top belt)

1 removable transverse support with stop bracket on right for roller tarpaulin

### **ELECTRICAL EQUIPMENT**

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

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**

Unpainted - cleaned = complete chassis

Unpainted - cleaned = complete body

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 as standard), according to  
ECE 48

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## **ACCESSORIES**

Rear markings as per ECE standards

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## **ATTACHMENTS**

Wheel chock(s) as per regulations

Noise dampers = rubber pads

Foldable, trapezoidal aluminium underride protection, unpainted

Single wheel plastic mudguards with spray protection as per regulations

Aluminium standing platform with aluminium safety grid,  
with guardrail and step unit, on chassis frame

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## Impressionen



Temperature analysis unit in a sturdy box



Aluminium wearing flooring in the rear area approximately 3,500 mm from the end of the bulk discharge chute



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



Mobile printer unit



Stable, torsionally rigid aluminium chassis design with additional torsion tubes for high tipping stability



Insulated rear wall = hinged wall with recessed bearing and autom. mech. 2-hook central locking





Folding aluminium trapezoidal underride protection, can be folded up pneumatically as an option



