Mini carrier



Produktvorteile und Optionals

? Manoeuvrable, payload-optimised trailer for transporting skip containers in accordance with DIN 30720/30720-1 and swap compactors without rollers
? "Made in Germany"
? Combined load securing crosswise and lengthwise as well as transverse lashing with one chain tensioner each
? Individual trailer configuration designed to meet your requirements
? OPTIONALS: closed floor / equipment for transporting swap compactors with rollers
? OPTIONALS: Front-loading design with telescopic tow bar
? OPTIONALS: Multi-Fix load securing without chains
? OPTIONALS: Safety-Fix time-saving load securing

Fahrzeugdetails

TYPE DESIGNATION

MINI CARRIER

Single tyres HTM

Various length versions

Versions for different international roller container standards

WEIGHTS

Total weight (techn./perm.): from 10 t - 18 t possible, depending on the national approval regulations. Standard design with 13 t total weight

Additional or reduced weight depending on the equipment.

DIMENSIONS

Skip container 5 m³ – 20 m³ (DIN 30720/30720-1)

Total lengths depending on the type design

FRAME

The frame consists of two parallel-running, specially designed longitudinal beams with canted steel, supported by optimised cross members that are welded by robots. The longitudinal beams serve as a support for the skip containers.

Gear cranked support leg with a load capacity of 12,000 kg

With flexible lashing points on the outer frame and corresponding thrust locks, containers of different sizes can be variably loaded.

CHASSIS

We only use axles from renowned manufacturers. Air suspension chassis with disc brakes or drum brakes.

Tyres

4 tyres 285/70R 19.5 (6.5 or 7 t axles)

Other tyre sizes upon request.

Optional: Spare wheel, tyre pressure monitoring and control systems, manual lifting/lowering functions, axle load display.

BRAKE SYSTEM

- WABCO brake system with ABS and EBS
- Knorr brake system with ABS and RSP as an option

Optional:

- Brake pad wear display
- Rear area monitoring (Wabco)

ELECTRICAL EQUIPMENT

Hella module lighting device with function lights with partially LED technology, including LED position light, LED outline marker lights at the rear

Optional:

- LED work lights
- 2 additional LED reversing lights at the rear
- Three round LED tail lights, instead of the module lights
- Various warning and surrounding lights
- Independent "PS-Fix" parking light system

PAINTWORK

Paintwork in one RAL colour according to the customer’s wishes (except metallic colours), load securing elements in RAL 1003 signal yellow as standard.

Automatic blasting:

Before the paintwork, the trailer chassis are blasted in the automatic blasting machine specially designed for our trailer types, based on 12 consistently strong, automated and ring-shaped blast wheel turbines. Thanks to the special Hüffermann blasting abrasive, this results in a more homogeneous blasting pattern. Within the scope of the control process, additional blasting is performed manually, depending on the chassis design.

Priming: Application of an epoxy resin-based primer without electrostatics. Also for long-term and resilient corrosion protection.

Top coat: The 2-component top coat with a high solid content is individually applied in the desired colour (RAL) with the electrostatic method. As a result, even the smallest cracks are covered with paint and the protection and look is preserved over the years.

Sealing: After the assembly and the final approval of the vehicle from Quality Assurance, the vehicle is preserved at material contact points and transitions. Preservation is accomplished with Dinitrol cavity wax.

Standard version without paintwork on the side collision protection, silver rims. Axles with black CDP coating. Add-on parts are galvanised.

Optional: Arc galvanising

Zinc wire is melted by an arc, atomised with compressed air and applied onto the freshly blasted surface of the chassis (without add-on parts). Together with the subsequent paintwork, this achieves corrosion protection with similar properties as hot-dip galvanising. Another advantage is the low heat input. This ensures that the structure of high-strength steels is not modified and large areas do not tend to warp.

Electrical arc galvanising offers a clear advantage in terms of the duration of protection, hardness, bonding strength, abrasion resistance, stone chipping resistance and edge protection.

ACCESSORIES

Rear marking

- ECE sign

Optional: Waste, parking or ADR signs

- Wheel chocks (2)

Optional storage areas:

- Standard storage box 470 x 380 x 380 mm
- Stainless steel storage box
- Storage area for nets in different sizes

DRAWGEAR

Fixed or optionally height-adjustable tow bar with typed drawgear. Depending on the total weight, 40 mm or 50 mm drawbar eye. Front-loading versions with telescopic tow bar

LOAD SECURING

Skip containers are secured with combined load securing crosswise and lengthwise as well as transverse lashing with one chain tensioner each. The slip protector in the travel direction is accomplished with pluggable wedges with an oscillating contact surface, that adapts to the container inclination.

ADD-ON PARTS

Underride guard, with horizontal rollers

Side collision protection consisting of one horizontal anodised aluminium profile with fastening brackets that are rigidly mounted

Plastic single wheel mudguard with spray guard

Optional:

1 spare wheel holder

Hüffermann rubber apron

Impressionen



Frontansicht mit Stützwinde, höheneinstellbarem Zugrohr und schraubbarer Zugöse



OPTIONAL: Autarkes Beleuchtungssystem



OPTIONAL: Edelstahlstaukiste



OPTIONAL: Kettenlose Ladungssicherung - verstellbarer Multi-Fix



Sonderausstattung Behälterabdecksystem



Sonderausstattung für Müllpressen



Sonderausstattung geschlossener Ladeboden aus Stahlblech und Safety-Fix



Unterfahrschutz mit Anfahrrollen und Bedienung für die zentrale Fallstütze



Zentrier-Fix umsteckbar auf verschiedene Behältergrößen

