Multi carrier 3-axle central axle



Produktvorteile und Optionals

? Robust and flexible multifunction trailer for transporting equipment, construction machinery or roller containers in accordance with DIN 30722 or ISO containers and much more.
? "Made in Germany"
? Load securing with low-noise and pneumatic 4-point container locking mechanism or combined load securing for skip containers
? Individual trailer configuration
? OPTIONALS: Loading ramps
? OPTIONALS: Equipment with stanchions
? OPTIONALS: Mounts for 10' and 20' ISO containers
? OPTIONALS: Board walls in different designs

Fahrzeugdetails

TYPE DESIGNATION

MULTI CARRIER 3-AXLE CENTRAL AXLE

Twin tyres HPA

Version for transporting ISO containers, general cargo

Versions for different international roller container standards

WEIGHTS

Total weight (techn./perm.): from 24 t – 27 t, depending on the national approval regulations

Additional or reduced weight depending on the equipment.

DIMENSIONS

Roller container lengths of 4500 mm – 7000 mm inner length (DIN 30722)

Total lengths depending on the type design and tow bar selection

FRAME

Two longitudinal beams running parallel to each other, supported by a sufficient number of cross members with a sturdy welded design, inert gas welded, closed floor, the rear area of the basic version includes a ramp and integrated ramp storage compartment.

CHASSIS

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

brakes or drum brakes, including automatic lowering function

Tyres

12 tyres 235/75R 17.5 (10 t axles)

Other tyre sizes upon request.

Manual lifting/lowering function included in the standard scope of delivery

Optional: Spare wheel, aluminium rims, tyre pressure monitoring and control systems, axle load monitoring

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 and LED side marker lights, flashing.

Optional:

- LED work lights
- 2 additional LED reversing lights at the rear
- Three round LED tail lights, instead of the module lights
- Additional brake light on the centre panel
- 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 975 x 390 x 390 mm
- Stainless steel storage box
- Storage area for nets in different sizes

DRAWGEAR

Welded central tube drawgear with an end plate and a corresponding hole pattern for a 50 mm heavy-duty drawbar eye in accordance with DIN 74053. The height of the drawbar eye can be repositioned by 2 x 60 mm.

LOAD SECURING

Two pairs of locking elements secure the roller container on the inside of the lower belt. Thanks to an eccentric effect, even slightly bent container belts are tightened with a tension force of approx. 2500 kg per element. It is operated with air valves on the left side of the trailer.

ADD-ON PARTS

Underride guard with integrated light carrier, with vertical rubber buffers

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

Impressionen



Sonderausstattung EXTE Rungen, Nachlauf-Lenkachse und Aluminiumfelgen



Sonderausstattung mit Rungenstaukästen und Überbreitentafeln

HÜFFERMANN
Transportsysteme

