



***Tractor unit body
and three-way tipper
ZKA 1 / HKD 402***





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Everything is in the green zone, tax-free and cost-effective running costs.

And that being in the truest sense of the meaning. When adhering to the legal specifications, the HGV tractor unit can be operated road tax free with a green number plate (Germany). The trailer towed can also be registered exempted from tax for use in agricultural businesses. And if one adds the more favourable insurance rates for an agricultural tractor unit, you can reckon with significant cost savings, compared with a semitrailer tractor, for example. This allows you to reduce costs during longer downtimes at the same time, which is usual for seasonal businesses.



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**Independent, quick
and versatile.**

Compared with a tractor-trailer combination, the HGV trailer is characterised by high transport speeds and low fuel costs. Even travelling on motorways and over long transport routes can be accomplished professionally with this combination. The three-way tipper offers a high degree of flexibility with different unloading conditions.





The superstructure

The ladder

Safe access to the cargo area or for operating the roller tarpaulin. With longer superstructure versions, the ladder and catwalk can also be mounted at the rear.



The swap system

A quick-release facility is optionally available for the hydraulic cylinder. This allows the superstructure to be removed quickly if required.



The remote unlocking system

The remote unlocking system is predominantly used on tractor units with an electro-pneumatic control, a hydraulic controller is also available however.



In detail.

The towing hitch

In particular with former semi-trailer tractors there is generally no towing hitch traverse with towing hitch installed. We are also able to offer a retrofitting solution here. The effort is different depending on the type and structure of the semi-trailer tractor. It is essential that this question is clarified before purchasing the tractor.



The slide gate with chute
up to three discharge slide gates can be integrated in the rear wall.



The hydraulic system

If the tractor unit intended for the superstructure is not equipped with a hydraulic system, we can carry out a retrofit of an auxiliary drive and a hydraulic system in our specialist workshop. We would be pleased to consult with you as to which system is most useful for the intended application beforehand.

Also available as two-way tipper

On the left side, the swivel side panels are combined with portal function and removable centre post.



On the right side, the board wall is carried out fixed. The side wall panels on this vehicle are carried out made from UV and weather-resistant plastic.



The rearwards tipping system

The three-way tipping system operates using a cardanic mounted multi-stage telescopic cylinder.



The portal function

The loading and unloading of pallets or bulky goods can be carried out quickly and practically using our portal system. Naturally, the swivel function of the board walls remains.





In detail.

The tipper



The side panel system with special aluminium design and stable, swappable rubber seals, guarantees a superstructure which is absolutely sealed against rape seed and easy to open board walls. This solution was designed in-house and has revolutionised side panel systems. Many different versions of the board walls are available, whether divided or not divided, with or without a centre post, with weather-proof multilayer boards (with a protective UV film on the outside), plastic boards or aluminium profiled boards.

The discharge chute with slide gate

The large slide gates can be easily operated. As an option, up to three slide gates can be supplied.



The Remote unlocking

to safely and comfortably open the board walls



The tipping bridge extension

Removable rear tipping bridge extension over the whole vehicle width.



Automatic tailgate

The automatic tailgate is opened by a mechanical forced unlocking system when the rear tipping procedure is initiated. The raised and forward-tilting swivel bearings ensure that the tailgate fully mates with the corner rails when the tipping bridge is lowered so that the locking process can be completed correctly.



The split board wall

The split board wall gives more ground clearance when tipping and reduce the load's surge pressure.

The drop chute

The drop chute is an effective aid for the gentle loading of potatoes. The drop depth is effectively reduced.



The foldable centre post

With single-lever operation, the centre post can be unlocked and then easily folded down.



Individually configured.

The portal function

The loading and unloading of pallets or bulky goods can be carried out quickly and practically using our portal system. Naturally, the swivel function of the board walls remains.





In detail.

The foldable underride protection



The suspension systems
Next to the standard parabolic spring suspension, we also offer air suspension in different versions as an option.

The air suspension

The air suspension can be used to install a quick-lowering system. As soon as the trailer is tipped, the air suspension lowers and the chassis is more stable.



The tipping shaft

The trapezium plate provides the tipping shaft with the necessary stability for the tipping procedure.



The standard parabolic spring suspension



The LED lighting with guard screen



The all-wheel drive tractor units

offer a clear advantage when operating on fields, but are however subject to higher wear on roads.



The rear catwalk

if there is insufficient space between the cab and the superstructure, the catwalk can also be mounted at the rear for operating the tarpaulin.



Versatile

Superstructure lengths and side panel heights are optimally dimensioned for the different cargoes.



The hydraulic side panel

With the hydraulic side panel, the tipping of goods that have poor slipping properties is made easier and the loading of pallets is also possible at the same time.



Individually configured.



Our transport solutions at a glance.

Three-way tipper



HKD 302
(18 t total weight)



HKD 302-S
(18 t total weight)



TKD 302
(20-24 t total weight)



TKD 302-S
(20-24 t total weight)



HKD 200
(14 t total weight)



HKD 250
(16 t total weight)



HKD 290
(18 t total weight)

Dump trailers



MUK 303
(20-24 t total weight)



MUK 402
(31-34 t total weight)



TMR 34
(34 t total weight)

Push-off trailer



TAW 20-K
(20-24 t total weight)



TAW 20
(20-24 t total weight)



TAW 30
(31-34 t total weight)



SAW 32
(32 t total weight)

Heavy-duty dump trailers



MUP 20 HP
(20-24 t total weight)



MUP 30 HP
(31-34 t total weight)



MUP 20 VG
(22-24 t total weight)



MUP 20 SP
(22-24 t total weight)

Hook-lift trailers



THL 20
(20-24 t total weight,
17-21 t lifting capacity)



THL 30
(31-34 t total weight,
30 t lifting capacity)

Dolly trailer



EAD 14
(14 t total weight)

HGV solutions



HKD 402
(24 t total weight)



ZKA 1
(16 t total weight)

Platform trailers



PWO 18
(18 t total weight)



PWO 24
(24 t total weight)

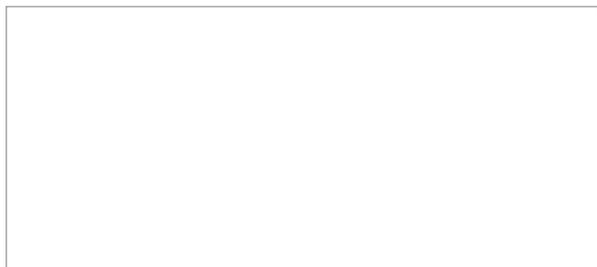
**For every use
the suitable solution.**

You want to use your vehicle for particularly special tasks, too? Tell us your requirements and our experienced designers will work out practical suggestions for you. There is a suitable solution for nearly every transport problem.



Commercial vehicles one can rely on.

Authorised specialist dealer



For technical data and the details of the standard and optional equipment, please refer to our current price list. All figures show vehicles with optional equipment. We are constantly developing and improving our products for the benefit of our customers. We therefore reserve the right to make modifications to the design during production runs without prior notice.
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