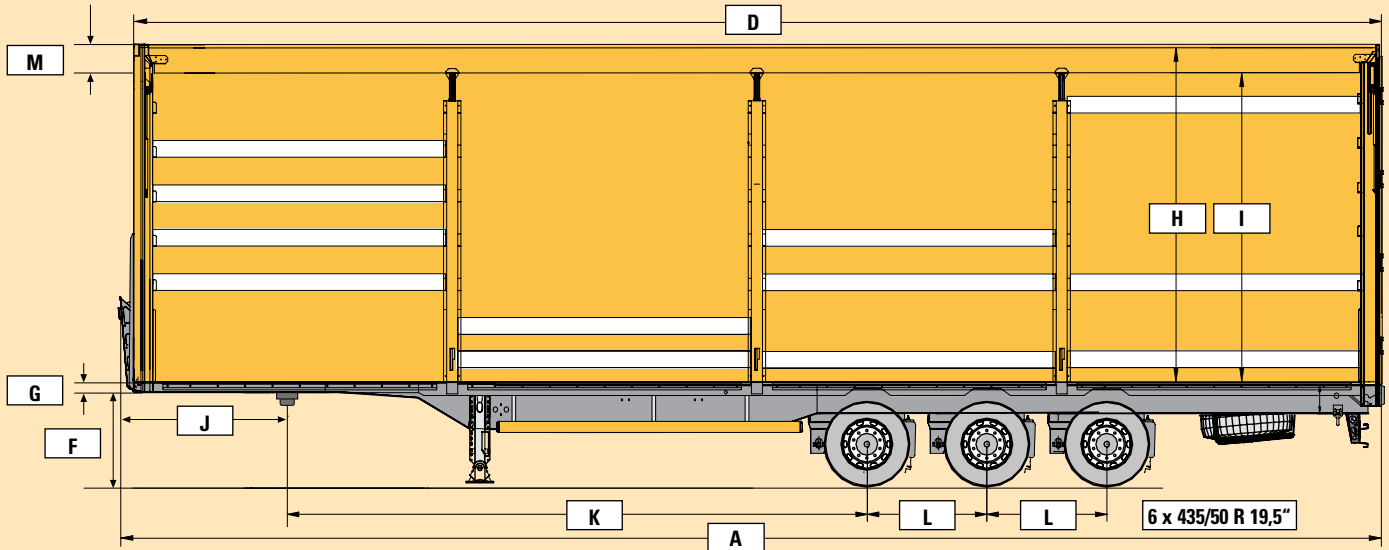


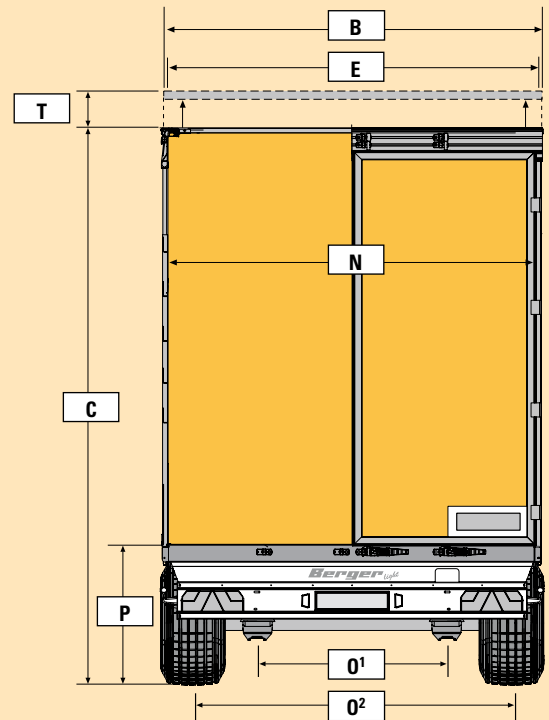


GB	Semi-trailer (Mega) in lightweight steel construction with sliding tarpaulin body	Permissible / technical fifth wheel loads	Permissible / technical axle assembly loads	Permissible / technical gross weights	Tare weight	Permissible / technical payloads
		approx. kg 11,000 / 12,000	approx. kg 24,000 / 27,000	approx. kg 35,000 / 39,000	approx. kg 5,300	approx. kg 29,700 / 33,700
D	Sattelanhängen (Mega) in Stahlleichtbauweise mit Schiebeplanenaufbau	Sattellast zulässig / technisch möglich	Aggregatlast zulässig / technisch möglich	Gesamtgewicht zulässig / technisch möglich	Eigengewicht	Theoretische Nutzlast zulässig / technisch möglich
F	Semi-remorque (Mega) en acier à haute limite élastique avec une bâche coulissante	Charge maximale autorisée sur sелlette	Charge maximale autorisée sur les essieux	Poids Total en Charge maximum autorisé du véhicule	Poids à vide du véhicule	Charge utile autorisée
I	Semiriorchio (mega) in acciaio alleggerito con centinatura scorrevole	Portata su ralla	Portata su assi	Massa complessiva tecnica	Tara	Portata teorica
CZ	Návés „Mega“ lehké ocelové konstrukce s třístrannou shrnovací plachtou	Povolené zatížení / technicky možné	Povolené zatížení náprav / technicky možné	Celková povolená hmotnost / technicky možná	Pohotovostní hmotnost	Teoretická užitečná hmotnost / technicky možná
SLO	Polprikolica (Mega) v lahki železni izvedbi in pomičnimi ponjavami	Obremenitev na kraljevem čepu dovoljena / tehnično možna	Obremenitev agregata- dovoljena/ tehnično možna	Skupna teža dovoljena / tehnično možna	Lastna teža	Teorična nosilnost – dovoljena/ tehnično možna
SK	Návés ľahkej ocelevej konstrukcie s trojstrannou zhrňovacou plachtou	Povolené zaťaženie / technicky možné	Povolené zaťaženie náprav / technicky možné	Celková povolená hmotnosť / technicky možná	Pohotovostná hmotnosť	Teoretická užitočná hmotnosť / technicky možná
HR SRB	Poluprikolica (Mega) u laganoj čeličnoj izvedbi s nadgradnjom sa kliznom cirađom	Dozvoljeno opterećenje na sedlu/ tehnički moguće	Dozvoljeno osovinsko opterećenje / tehnički moguće	Ukupna dozvoljena masa / tehnički moguća	Masa prazne poluprikolice	Teorijska dozvoljena nosivost/ tehnički moguća
RUS	Полуприцеп (Mega) облегченной стальной конструкции с отодвигающимся тентом/ палаткой	Нагрузка на седло / технически возможно	Нагрузка на ось / технически возможно	Общий вес / технически возможно	Собственный вес	Теоретическая грузоподъемность / технически возможно

Photos deviate in part from the standard scope of supply in accordance with the valid technical description.



A	Total length	approx. mm	13,850
B	Total width	approx. mm	2,550
C	Total height - unloaded	approx. mm	4,030 / 4,080
D	Inner loading length	approx. mm	13,620
E	Internal loading width	approx. mm	2,490
F	Fifth wheel height	approx. mm	950
G	Frame height over fifth wheel coupling	approx. mm	90
H	Inner load. height under outer spar. over full length	approx. mm	2,950 / 3,000
I	Inner portal height	approx. mm	2,720 / 2,770
J	Front overhang / front overhang radius	approx. mm	1,680 / 2,040
K	Wheel base	approx. mm	6,390
L	Axle base	approx. mm	1,310
M	Height of outer spars	approx. mm	266
N	Inner portal width	approx. mm	2,460
O	O ¹ = spring track / O ² = wheel track	approx. mm	1,300 / 2,040
P	Platform load. height unl. above centre of axle	approx. mm	1,040
T	Roof lifting height	approx. mm	400
	Mechanically-adjustable body height	approx. mm	50
	Euro pallet capacity	piece	34



SAF INTRADISC plus INTEGRAL, 19" disc brakes, 6x 435/50 R 19.5", 2S/2M Knorr TEBS 4, 24 V Aspöck, 2x7 pin and 1x15 pin, 24 t Haacon landing gears, fork-lift axle load 5,460 kg according to DIN EN 283, tarpaulin approx. 900 gr./m², Edscha Lite, (option) cargo control certificate according to VDI 2700, EN 12195 Part 1, DCE 9.5 and EN 12642 Code XL

Note: Permissible total height according to Directive 97/27/EC max. 4,000 mm. We reserve the right to make changes for technical reasons!
 Technical data refers to vehicle basic equipment without consideration of possible additional equipment.

SAPL 24 LTM

Mega semi-trailer in lightweight steel construction with sliding tarpaulin body

FRAME

Chassis as welded frame construction in fine-grained steel, consisting of 2 pre-stressed longitudinal beams in I-form at front, Z-profile cross beams at a distance of approx. 500 mm, 2 outer frame profiles and 1 end profile at front. Bolted rear closure. Long beams off-set above axles.

KING PIN

2" king pin according to ISO 337, interchangeable from below, 1 position.

SUPPORTING GEAR

24 t telescopic landing gear, Haacon, with ball-joint foot and two-speed gear mechanism. Manual landing gear operations, crank mounted on the right side.

AXLES AND SUSPENSION

Maintenance-free 3-axle pneumatic assembly, SAF INTRADISC plus INTEGRAL with 19" disc brakes. 9 t load capacity per axle.

Air suspension with lift and lower device, rear operating valve mounted on the left.

Suspension (lowering) approx. 60 mm, (lifting) approx. 200 mm measured in driving position. Automatic re-setting of air suspension to the driving level.

TYRES AND WHEELS

6 x tubeless tyres of our choice (brand tyres), 435/50 R 19.5" on steel wheel rims 14.00 x 19.5", 10-holed, with 120 mm rim offsets, centre-mounted.

BRAKE SYSTEM

Electronic braking system 2S/2M, Knorr TEBS according to EEC Directive 71/320/EEC, consisting of EBS basic module, double release valve with emergency brake function and coupling heads with integrated filter. Compressed air tank made of aluminium, with drain valve. Parking brake operated through four spring-loaded cylinders on two axles, easy and simple operations via double release valve.

Diagnostic possibilities using EBS/ABS plug socket ISO 7638.

LIGHTING AND ELECTRICAL EQUIPMENT

- Lighting installation 24 volt, Aspöck, according to Directive 76/756/EEC
- 11x EBS /ABS plug socket according to ISO 7638 + CAN
- 1x 15-pin plug socket according to ISO 12098 on a 3-fold splitter
- 1x 7-pin plug socket according to ISO 1185 on a 3-fold splitter
- 1x 7-pin plug socket, white, according to ISO 3731 on a 3-fold splitter
- 2 x 9-chamber rear light assembly in underride guard
- 2 x licence plate lamps in underride guard
- 2 x clearance lamps in underride guard
- 2 x positioning lights integrated in the front wall
- 4 pairs of side marker lamps (with light-emitting diodes) fixed to outer frame
- Carefully assembled and easily accessible wiring system
- 1 rubber apron at the rear across the complete width with "Berger" inscription

FLOOR

Stable platform floor made of 24 mm thick heavy-duty laminated bonded beech panels, reinforcement and protection against dampness provided by fibre-glass matting on the underside. Floor assembly with high grade drilling screws and mounted on the chassis using a special adhesive bonding compound, and then sealed. Floor panel are closely joined to the outer frame. 13 pairs of lashing rings countersunk in floor as lashing points for absorbing load-securing forces; lashing rings are approved for tensile loads up to 4,000 kg.

Permissible fork-lift axle load of 5,460 kg according to DIN EN 283.

FRONT WALL

Smooth front wall made of a high-strength sandwich panel mounted in a steel frame construction and supported by means of with two robust posts. On the inside of the panel, 5 longitudinal stiffeners have been incorporated for additional stability. Bracket for connecting plug and air connections screwed on at height of 800 mm. Front wall in area of floor strengthened with integrated heavy-duty panels and steel wear plate at a height of 200 mm. Front wall frame construction screwed together with front end profile of the chassis.

Note: We reserve the right to make changes for technical reasons!

SAPL 24 LTM

Mega semi-trailer in lightweight steel construction with sliding tarpaulin body

REAR WALL PORTAL / REAR DOORS

Corner supports made of steel profiles, galvanized, bolted to the chassis frame. Double rear doors complete with 2 power brace locks respectively mounted on the inside and smooth outer surface for optimal placement of company logo and graphics. Door check fitted on left and right. "Berger profile" rear header can simply be lifted up in order to achieve the greatest possible internal loading height at the rear. A protective rubber bumper is mounted to the rear closure on the left and right.

SLIDING STAKES

3 "Berger system" sliding stakes on the left and right respectively, simple positioning by means of integrated lever mechanism, uniform division through fixed positions on the outer frame.

LIFTING ROOF

The height of the vehicle body can be adjusted by 50 mm using an elbow lever. Two-sided "Berger" mechanical lifting roof system for the raising of the outer beams for loading and unloading from the side. Stroke distance approx. 400 mm, supported by gas-operated dampers.

INSERTABLE ALUMINIUM LATTICES

- 1 row (8 pcs.) of 150 mm aluminium V-profile lattices with tongue-and-groove
- 2 rows (16 pcs.) of 100 mm "Berger profile" aluminium V-profile lattices with tongue-and-groove
- 6 insert possibilities for aluminium V-profile lattices per section, the lowest slat pocket serves to form a substitute side wall of approx. 600 mm. The remaining 5 pockets are positioned above this and have a height of approx. 100 mm.

ROOF

Sliding tarpaulin, Edscha CurtainSider lite, running on two end-to-end aluminium roof profiles, 255 mm high, bolted to front and rear walls. Sliding roof can be opened at the front and rear.

TARPAULIN

End-to-end sliding tarpaulin on both sides, movable for loading and unloading from the side through rollers fitted at top. Vertical and horizontal tension straps attached to the tarpaulin. Tensioning the tarpaulin in a vertical direction takes place through 16 Niro direct tensioners hung on to the profile of the outer frame whilst tensioning laterally is carried out by operating a crank mechanism mounted at the rear. Crank handle in the tool box. Tarpaulin material 900 g/m². Note: colour of side tarpaulin according to customer request, without lettering. Roof tarpaulin 670 g/m², white.

ACCESSORIES

- 12 plastic quarter mudguards, black, fitted with spray suppression at rear according to Directive 91/226/EEC and 78/549/EEC
- 1 plastic wheel chock with holder
- 1 spare wheel carrier (basket type) mounted behind the axle assembly between the main frame
- 1 aluminium underride guard with the largest possible ground clearance and anti-slip covering on the right as access help at rear according to Directive 70/221/EEC
- Lateral protective device made of aluminium profiles, can be swivelled upwards approx. 140°, according to Directive 89/297/EEC
- 1 plastic licence plate holder
- 1 black plastic toolbox, dimensions: 600 mm wide, 500 mm deep, 460 mm high
- 1 aluminium cover between rear closure and underride guard
- 2 ECE 70 rectangular reflectors mounted on rear doors

PAINTWORK

After sandblasting pre-treatment and thorough cleaning of all steel components, careful priming and painting by means of an electrostatic burning-in process using high-quality acrylic lacquer is carried out. All attachment parts are only installed after the lacquering process to ensure the best service life of the coating. Chassis, front wall and rear doors respectively in RAL colour according to customer request. Galvanized portal corner supports, front wall centre stakes in chassis colour, stakes black, bracket for connecting plug and air connections zinc plated, aluminium side protection black. Underride guard and rear cover RAL 9010 pure white.

Note: We reserve the right to make changes for technical reasons!