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Semi-trailer chassis in lightweight steel construction for tank bodies

LIGHTING AND ELECTRICAL EQUIPMENT

- Lighting installation 24 volt, Aspöck, according to Directive 76/756/EEC
- 1x 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 at front, hinged holder (supported by gas-operated damper)
- 3 pairs of side marker lamps (with light-emitting diodes) fixed to outer frame

ACCESSORIES

- 6 plastic mudguards, semi-circular, 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 (winch type) mounted in front of the axle assembly behind the side protection
- 1 INOX polished underride guard, with the largest possible ground clearance according to Directive 70/221/EWG
- Lateral protective device made of aluminium profiles according to Directive 89/297/EEC
- 1 plastic licence plate holder
- 1 ECE 70 rectangular reflector mounted on rear closure

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 in RAL colour according to customer request INOX polished bracket for connecting plug and air connections, aluminium side protection black. INOX polished underride guard and rear cover.

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

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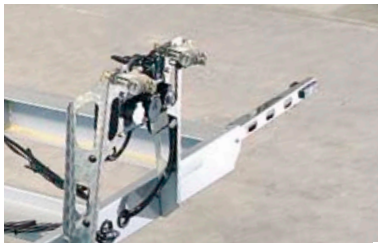

GB	**Semi-trailer chassis in lightweight steel construction for tank bodies**	**Permissible / technical fifth wheel loads**	**Permissible / technical axle assembly loads**	**Permissible / technical gross weights**	**Tare weight**
		approx. kg 11.000 / 12.000	**approx. kg 24.000 / 27.000**	**approx. kg 35.000 / 39.000**	**approx. kg 2.700**
D	Sattelfahrgestell in Stahlleichtbauweise für Tankaufbau	Sattellast zulässig / technisch möglich	Aggregatlast zulässig / technisch möglich	Gesamtgewicht zulässig / technisch möglich	Eigengewicht
F	Châssis de semi remorque en acier à haute limite élastique pour cuves	Charge maximale autorisée sur sellette	Charge maximale autorisée sur les essieux	Poids Total en Charge maximum autorisé du véhicule	Poids à vide du véhicule
I	Semirimorchio con telaio alleggerito per montaggio cisterne	Portata su ralla	Portata su assi	Massa complessiva tecnica	Tara
CZ	Podvozek lehké ocelové konstrukce na montáž cisterny	Povolené zatížení / technicky možné	Povolené zatížení náprav / technicky možné	Celková povolená hmotnost / technicky možná	Pohotovostní hmotnost
SLO	Polprikolica v lahki železni izvedbi za nadgradnjo – cisterna	Obremenitev na kraljevem čepu dovoljena / tehnično možna	Obremenitev agregata- dovoljena/ tehnično možna	Skupna teža dovoljena / tehnično možna	Lastna teža
SK	Podvozok ľahkej oceľovej konštrukcie na montáž cisterny	Povolené zaťaženie / technicky možné	Povolené zaťaženie náprav / technicky možné	Celková povolená hmotnosť / technicky možná	Pohotovostná hmotnosť
HR SRB	Poluprikolica šasija u laganoj čeličnoj izvedbi za cisterna nadgradnju	Dozvoljeno opterećenje na sedlu/ tehnički moguće	Dozvoljeno osovinsko opterećenje / tehnički moguće	Ukupna dozvoljena masa / tehnički moguća	Masa prazne poluprikolice
RUS	Седельная ходовая часть облегченной стальной конструкции для монтирования цистерны	Нагрузка на седло / технически возможно	Нагрузка на ось / технически возможно	Общий вес / технически возможно	Собственный вес

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

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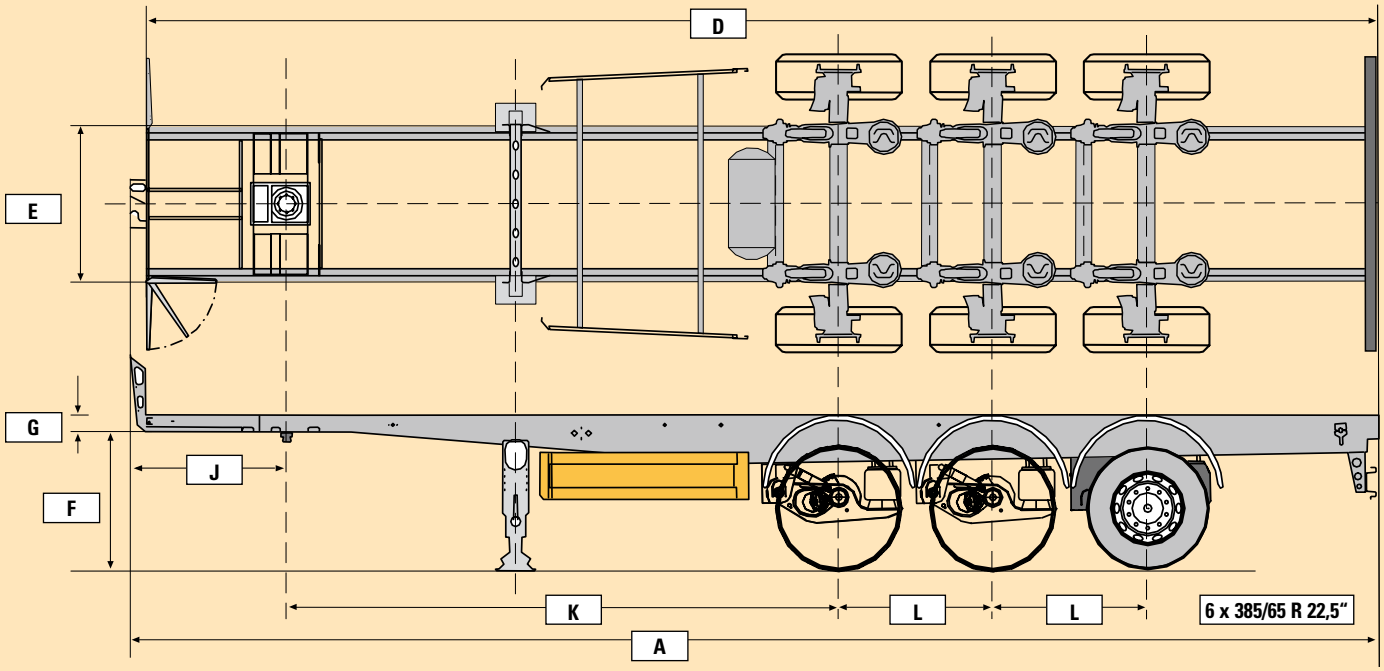
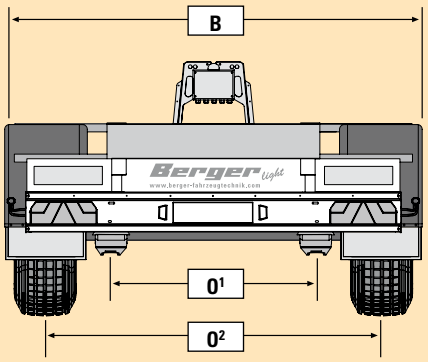


A	Total length	approx. mm	10,650
B	Total width	approx. mm	2,550
D	Chassis length	approx. mm	10,500
E	Chassis width	approx. mm	1,330
F	Fifth wheel height	approx. mm	1,150
G	Frame height over fifth wheel coupling	approx. mm	170
J	Front overhang / front overhang radius	approx. mm	1,200 / 1,800
K	Wheel base	approx. mm	4,700
L	Axle base	approx. mm	1,310
O	O^1 = spring track / O^2 = wheel track	approx. mm	1,200 / 2,040



SAF INTRADISC plus INTEGRAL, 19" disc brakes, 6x 385/65 R 22.5", 2S/2M Knorr TEBS 4, 24 V Aspöck, 2x7 pin and 1x15 pin, 24 t Haacon landing gears

Note: We reserve the right to make changes for technical reasons!
Technical data refers to vehicle basic equipment without consideration of possible additional equipment.

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FRAME

Chassis as welded frame construction in fine-grained steel, main components consist of 2 longitudinal beams in I-form, 1 front and 1 rear end profile.

KING PIN

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

SUPPORTING GEAR

24 t telescopic landing gear, Haacon, with compensator 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) 80 mm, (lifting) 110 mm measured in driving position. Automatic re-setting of air suspension to the driving level.

CONNECTIONS

All mounting parts are fitted using Nirosta bolts and screws.

LIFTING AXLE

First axle designed as lifting axle, fully-automatic actuated. TEBS module sends an electrical signal to the Knorr lifting axle valve for raising or lowering the lifting axle. This means the system conforms to legal regulations.

TYRES AND WHEELS

6 x tubeless tyres of our choice (brand tyres),
385/65 R 22.5“ on aluminium wheel rims 11.75 x 22.5“,
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.

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