



INNOVATING FOR YOU



3-axle rear tipper semitrailer REVOLUTION
DHKA 350 – 25 m³ lightweight aluminium body
with overlay tail gate

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Chassis

Welded fine-grain steel construction in lightweight design, fifth-wheel plate with replaceable 2” kingpin, curved front closure (patented), telescopic support in the centre (uncoupling with load not possible. In uncoupled state, the vehicle must stand at an angle towards the rear.) 2 wheel chocks with holder, folding underride guard, 6 half-shell mudguards, integrated mudguard bracket, surface deflects stones, aluminium hook-on ladder, approx. 3,550 mm with Safety Plus and holder at the side

Axles and suspension

SAF disk brake axles, axles/chassis laser-measured, axles in offroad version, air suspension, 1st axle automatic lift axle, including forced lowering and approach aid, operation 3 x braking (approach aid functional up to 30 % axle overload and up to max. speed of 25 km/h), hot-dip galvanised lift axle mechanism, 10-year warranty against rust

Brake system

2-line compressed air brake system, coloured lines for easy servicing, spring-loaded parking brake, 2 interchangeable coupling heads front, without connecting line, EBS – Electronic Brake System with EBS socket at front, without connecting cable (Caution: the trailer may only be used with tractor vehicles that ensure the effectiveness of the ABS system!), with raising and lowering valve, vehicle drive stability system, automatic lowering when tipping

Wheels and tyres

385/65 R22.5”make Fulda, polished aluminium rims, make AlexRims

Electrics

24 volt, light clusters in LED, yellow LED lighting at sides, LED number plate lighting, (Note: diagnostic errors can occur on certain towing vehicles despite correct functionality), make Aspöck Eco LED 2 with dynamic indicator, Premium LED side marker lights with 20 LEDs per light, 2 white LED position lights at front, 2 white/ red LED tracking lights at rear, 1 x 15-pin socket at front, without connecting cable, 2 additional LED working lights, integrated in recessed position recessed at the rear, activated via reversing light

Hydraulics

Low pressure cylinder, max. 170 bar, smallest section hard-chrome-plated, with HDK screw socket, fixed part, NW 48 mm (without hose connection), tipping cylinder hard-chrome-plated, operated hydraulically via truck PTO, hydraulic connection with hose and HDK screw connector NW 48 mm

Body

Aluminium box body in high-quality, abrasion-resistant material, angled bulkhead with external cylinder mounting, side walls made from 30 mm hollow section profiles, cleanly welded, upper bar section repels bulk materials, with access inside on bulkhead, holder for shovel and broom on outside of bulkhead, Greenline – conical and aerodynamic body shape, diaphragm rear panel, rear panel as pendulum flap with double-jointed hinge, mounted on the outside with double hook lock, rear panel with rubber seal (Note: heat-resistant up to max. 170°C), entire floor 5 mm thick, Brinell 110 (Note: Only for the transport of sand, chippings and gravel, maximum grain size 20 mm! All other transport goods are excluded from the warranty!), Cramaro sliding tarpaulin Cabriole, automatic rear lock as folding bow, canopy projects towards the front, canopy with electric drive, with 7-pin socket (charging plug) at the front, without connecting cable (connection assignment pin 1: +, Pin3: –), incl. towing vehicle socket, loose, without truck installation, operation on the trailer and via radio remote control (Note: external width of 2,550 mm is exceeded because

of canopy attachment parts. This is recognised in most EU countries! Observe the country-specific licensing regulations! No standing platform, canopy must be opened before tipping.)

Country of registration/signs

Approval for road use in Germany, with DEKRA approval and report (in accordance with §13 EG-FGV - EC Vehicle Approval Ordinance), 24/7 service hotline, prepared for one-line number plate holders, contour marking with reflective strips to ECE R 048, white at the side, red at the rear

Paint

Frame RAL 9006 white aluminium, Curved frame neck RAL 6018 yellow-green, 10 year warranty against rust,support feet galvanised incl. clear varnish, body RAL 9010 pure white, Cramaro RAL 6018 yellow-green

Operating Information

When transporting salt, lime etc., we recommend a tipping cylinder with a hard-chrome-plated piston rod so that the piston rod is not corroded by the transported goods and does not rust. The specified total weight is technically possible but, depending on the loaded material, may not be achievable when adhering to the permitted axle, drawbar and vertical loads. (Poor handling and tracking behaviour as a result of incorrect load distribution possible.) We expressly point out that this vehicle version corresponds 100 % to a tipper for on-the-road use.

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Total weight perm./techn. approx.:	35,000/35,000 kg
Payload perm. / techn. approx.:	30,917/30,917 kg
Axle assembly load perm./techn. approx.:	24,000/24,000 kg
Vertical load perm. / techn. approx.:	11,000/11,000 kg
Unladen weight (basic version) +/- tolerance approx.:	3,900 kg

Total length approx.:	8,600 mm
Max. total width approx.:	2,550 mm
Total height only approx.:	3,240 mm
Inside length, bottom, approx.:	7,200 mm
Inside length, top, approx.:	7,200 mm
Inside width, front, approx.:	2,420 mm
Inside width, rear, approx.:	2,470 mm
Inside height, trough, approx.:	1,450 mm
Volume approx.:	25 cbm
Coupling height approx.:	1,200 mm
Frame neck height approx.:	only 190 mm
Kingpin installation dimension approx.:	600 mm
