

IN BUILD

Chassis Dimensions:

Overall Length:	10,035 mm
King Pin Position:	750 mm
King Pin Design Weight:	16000 kg
Neck Depth:	200 mm
Chassis Main Rail Centres:	1300 mm
Fifth Wheel Height	1150 / 1200 mm

Axle Design Weights	UK Axle Weights
Axle 1: 9000 kg	Axle 1: 8000 kg
Axle 2: 9000 kg	Axle 2: 8000 kg
Axle 3: 9000 kg	Axle 3: 8000 kg

The distance from the king pin to the centre of the axle is 8035 mm & suitable for 44 ton operation = 5500 kg per metre

Chassis Construction:

I-Beam profiles are made from high tensile steel and are used for the full length chassis. Cross members are also high tensile steel which increases the torsional strength and flexibility whilst keeping kerb weight down.

Galvanised, bolt on stays with swing up anodised aluminium side guards fitted on both sides. These are easily changed if damaged. Retractable, swing up, rear under-run bar finished in RAL 9010 White.

Photos:

Chassis Finish:

Prior to piping and wiring, the chassis is degreased and shot blasted. Then a two component Epoxy resin primer is applied. The chassis has a KTL process prior to being painted. PUR- acrylic paint is applied.

Axles & Suspension:

The T100 is available with 3 axle types: SAF, BPW and Mercedes.

SAF: 3 ET120 offset SAF INTRA DISC plus integral on/off road axles with 430 mm disc brakes.

SAF air suspension with auto reset, raise and lower valve along with twin lift bags for the auto drop 1st lifting axle.

MB: 3 x 120 offset DCA TE5/8KC7-9 axles with 430 mm disc brakes, maintenance – free cartridge bearing, axle tube and suspension frame finished in cathodic dip primer.

DCA air suspension with auto reset raise and lower valve, along with twin lift bags for the auto drop front lifting axle.

BPW: 3 BPW Airlight 11 (off road design) axles, HSF 9015 420 mm x 200 mm drum brakes, Axle tube and suspension finished in cathodic dip primer.

BPW air suspension with auto reset raise and lower valve, twin airlift bags for auto drop front lifting axle.

Photos:

Braking System:

Two line pressure system with std. C & CA couplings mounted on the chassis front. Fitted with Knorr Bremse 2S2M EBS/ABS incorporating RSP anti roll with load sensing valve. Park and shunt buttons mounted on the side of chassis.

Wheels:

Six premium 385/65R22.5 fitted on centre nave 11.75 x 22.5 10 stud spigot steel rims.

Mudwings:

Six 180 degree heavy duty thermo plastic wings with Kel-Berg logo flaps on the rear axle.

Electrics:

24 volt ISO system with 2 x LED front marker and 1 x LED amber side marker lights, mounted to the chassis under C&U regulations.

LED rear end outline marker lights, 2 x per side and 3 chamber lights, mounted on rear galvanised light board finished in RAL 9010 White + 2 x 7 pin ISO Plugs ABS/EBS

Landing Legs:

JOST Low maintenance 2 speed legs with rocker feet.

Body Dimensions:

Internal Length:	9575 mm
Internal Height:	1450 mm
Internal Width:	2440 mm
Side Wall Thickness:	5 mm
Floor thickness:	7 mm apart from last 3 metres which is reinforced to 14 mm with a 7mm wear plate which is replaceable when worn.

The body is designed to give the operator a versatile tipping trailer that can be used to carry a wide range of products. A single piece, alloy top rail chamfered to ensure material does not rest on the top rail. The body is strengthened at the bulkhead. Access steps fitted to the inner of the bulkhead. The body is insulated with 100 mm rock-wall on each side, the underside, the front bulkhead and tailgate. This is held in place using aluminium cover plates.

Tailgate:

The tailgate is angled to ensure it meets the edge of the body, which extends 10 mm from the rear frame. This ensures any material is removed enabling the door to close against the rubber seal, making it water tight. It has a fully air automated locking system which is energised when the body is lifted on the chassis. It also has a manual button located on the chassis.

The hinges are located 200 mm forward on the top rail which enables the door to pivot allowing maximum aperture for quicker and easier load discharge. A set of manual cattle clamps are provided which are located on each side.

Tipping Ram:

The EDBRO tipping cylinder is mid mounted to the front bulkhead and finished in the colour of the chassis. The rear tipping is the full width of the chassis and the hinges are located on the outer edge at a distance of 1700 mm from the centre, which contributes to improved stability during tipping. The discharge angle is 49 degrees.

Finish:

The trailer will come with the required conspicuity markings in accordance with our Whole vehicle type approval. The body is in natural aluminium finish, although it may have water marks or discolouration in areas along with small blemishes. Painting of the body can be arranged and will enhance the look of the trailer when liveried up, this will also make cleaning of the trailer easier and keep it looking good for longer.

Warranty:

- The chassis and body come with 2 years warranty against structural defects.
- The tipping gear has a full 3 years warranty.
- The Dawbarn HyrdoClear sheeting system has 2 years warranty.
- Axles + Suspensions come with a sliding scale warranty, please check manufacturers website.

Non Kel-Berg items and components have various warranty terms and conditions.