



KEL-BERG
T100

KEL-BERG T100 ALUMINIUM
AGGREGATE TIPPING TRAILER

CHASSIS DIMENSIONS

- Overall Length: 10,035 mm
- King Pin Position: 855 mm
- King Pin Design Weight: 16,000 kg
- Neck Depth: 200 mm
- Chassis Main Rail Centres: 1,300 mm
- Fifth Wheel Height: 1,200 mm

	Axle Design Weights	UK Axle Weights
Axle 1:	9,000 kg	8,000 kg
Axle 2:	9,000 kg	8,000 kg
Axle 3:	9,000 kg	8,000 kg

The distance from the king pin to the centre of the axle is 8,035 mm and suitable for 44 ton operation = 5,500 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 increase 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



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.

AXLE & SUSPENSION

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.

Mercedes-Benz: 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.

SAF: 3 ET120 offset SAF INTRAS 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 rear lifting axle.

BRAKE 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 & TYRES

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

MUD WINGS

6 x 180 degree heavy duty thermos 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 chassis under C&U regulations.

LED rear end outline marker lights, 2 x per side and 3 HELLA 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 SPECIFICATION

Ver.3 | Issued
07/21

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BODY DIMENSION

Internal Length:	9,575 mm
Internal Height:	1,450 mm
Internal Width:	2,440 mm
Side Wall Thickness:	5 mm
Floor Thickness:	5 mm

The shape of the Kel-Berg steel aggregate body is designed to give the operator something capable of carrying a range of materials whilst helping to prevent product from sticking when discharged. The angled front bulkhead enables the majority of the tipping force to be direct down through the king pin to the tractor unit, rather than along the trailer chassis, preventing it from bowing upward.

The body is constructed using abrasion resistant 450 HD steel, giving the body its extraordinary strength and excellent structural properties. Bevelled edges are incorporated into the top rail to stop any material remaining on top after loading has finished.

The side wall has several folded bends along its length which adds strength and creates its distinctive look. Due to the curve of the body, paintwork and livery decals are kept away from falling debris during loading, keeping the trailer looking good for longer.



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 an automatic locking system which is activated when the body is raised. A manual button is also fitted on the chassis.

The hinges are located 200 mm forward on the top rail which enables the door 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 1,700 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 finished in a single non-metallic top coat. Other painting options are available at additional cost.

WARRANTY

- The chassis and body come with 2 years warranty against structural defects.
- The tipping gear has a full 3 years warranty.
- The Dawbarn Hydroclear sheeting system has 2 years warranty.
- Axles & suspensions come with a sliding scale warranty, please see manufacturer's website.

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

