

Mitrax B-double side dump trailer

Admissible gross weight	110.000 kilo
Axle capacity	(3 + 4) x 13.000 kilo (technical)
Tire capacity	(3 + 4) x 10.000 kilo (at 80 km/h)
Fifth wheel pressure max	20.000 kilo
Length	ca 17.150 mm
Volume body 1	17,3 m³
Volume body 2	27,7 m³
Width	2.550 mm
Fifth wheel height	1.400 mm

Principle:

A B-double is made out of two semi trailers of which the first unit is supported and towed by the tractor and the second unit is connected via a fifth wheel coupling to the first unit. Both trailers are equipped with a hydraulically operated side dump body, which then tilts over the top hydraulically in order to unload. In order to obtain a correct weight distribution over the axles the volumes of both bodies are not identical. It is possible to use the rear trailer as an independent unit.

Variety with over the top tipping bucket

Frame:

Both heavy duty frames are made out of assembled I main beams with cross members in between. The neck equipped with a 3,5" kingpin. The fifth wheel plate has a thickness of 16 mm. Trailer 1 is equipped with a fifth wheel at the rear side in order to be able to couple the second trailer.

Axles:

Front B-double trailers is equipped with three drum braked axles with a payload of 13 ton per axle. The suspension is a Weweler air suspension with axle lift on axle 1 of the tridem. The second or rear trailer is equipped with four axles with a payload of 13 ton per axle. The suspension is a Weweler air suspension with axle lift on axle 1 and 4 of the axles.

Wheels:

28+1 rim-tire combinations 315/80 R22,5. Tire make Cordiant, tubeless mounted on a steel rim. Load speed index 150M ie carrying capacity 13.400 kilo per axle. The spare wheel mounted in a dual carrier of the bow type. (therefore there is also a storage for the tractor spare wheel).

Brake system:

A two-line brake system. The parking brake via spring brake cylinders on each of one of axle groups. If for whatever reason the air pressure in the system might drop the vehicle will automatically brake itself. Air couplings of the SAE type. In the front trailer there is an addition in the brake system to make it feasible to brake the second or rear trailer.

Mudguards:

Rubber panels above and behind the wheels.

Electric system:

A light system in 24 V execution made out of LED lamps. A 7 pole ISO connector box at the front of the trailer.

Bodies:

The bodies in steel execution, the floor and walls in 5 mm steel. Volume of front trailer body is 17 m³ and the rear trailer body 28 m³.

The bodies are mounted on top of the chassis frame hinged excentric at the front and rear. By means of hydraulic cylinders the bodies can tip over the top. The hinges and foundations of the body all in extra heavy duty quality.

Hydraulics:

The cylinders from Penta. The hydraulics required from the truck is a two line system, with separate electrical

switch in truck cabin in order to choose to tip either front trailer bucket or rear trailer bucket. (truck equipment not included in this offer).

Landing gear:

On each trailer unit a set of landing gear is mounted with capacity 2 x 12.000 kilo.

Various:

Both bodies equipped with a lateral tarpaulin which can be manually folded from a pedestal in front of the body.

Conservation treatment:

The frame and bodies shot blasted primed and painted in a RAL color.

The frame in grey RAL 7021 and the body in a RAL color

The rims in aluminum silver color.