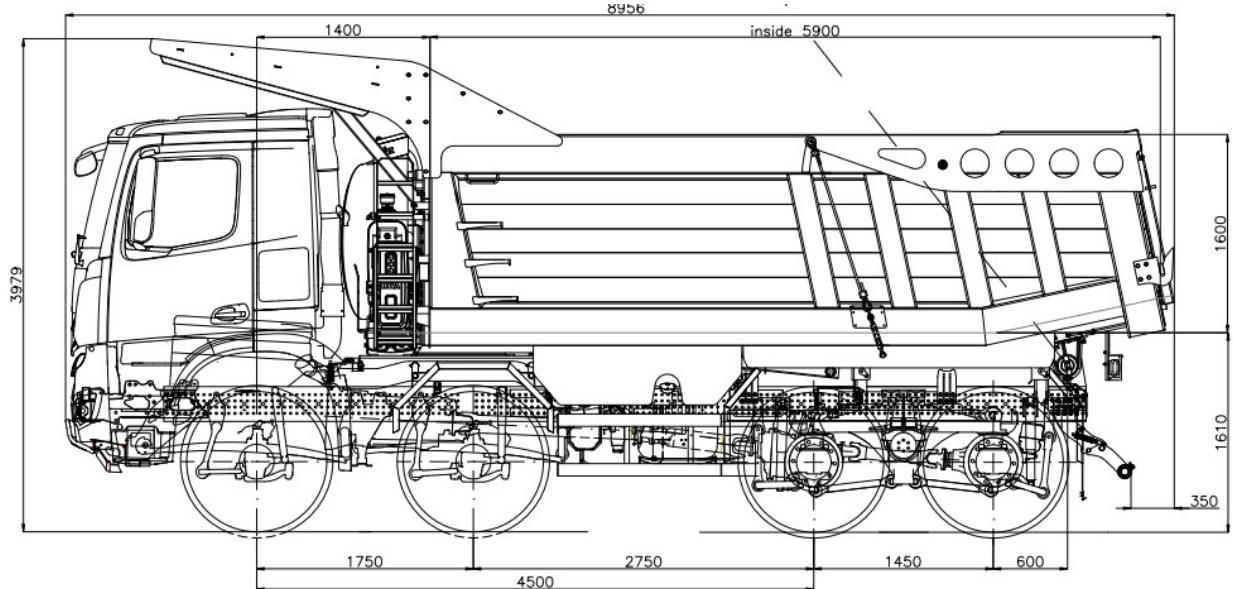


Body : 21SEM Master MINE



Standard Equipment:

Auxiliary frame:	steel structure, frame side member made of H=250 mm cold formed- STEEL- S500 structure reinforced with cross system (preventing from frame twisting) + reinforced mounting plates body props (security device for maintenance), scissor stabilizer between body and sub-frame Reinforced tipping axle with greasing bearing, Rubber/Teflon spacers on frame Double HYFIX system with bolts
Loading platform (box) :	loading platform made from extra-fine steel: walls - #8 HB 450 floor - #12 HB 450 <i>tipping angle 50-52°</i> volume – approx 23 m3 vertical front wall with roof on 2/3 of cab, ladder on left side, brackets for wheel wedges Body with ribs reinforcements under floor for maximum body strength, wall bent shape with ribs at rear Inclined floor at rear part – SCOW end Rear lamp mounted on flexible rubber
Hydraulic:	HYVA Alfa hydraulic with oil tank, greasing brackets Oil– HLP 46 tipping knock-off valve tipping valve with high pressure sensor
Painting:	all steel parts are shot peened two times before painting, painting carried out in painting booths subframe painted - RAL 7021 all brackets, mudguards and bumper painted in KTL or zinc coated, black colour

equipment:	reflecting tapes ECE UN 48.3 (yellow) warning plate/stickers on subframe (2 pcs) rear lamps protection grill (painted in KTL, black colour) Spare wheel holder on frame – wheel 22,5 in dimension 2,55 – 12R _ 24R out of 2,55 lift for putting in/taking out a spare wheel Wielton labels (sides and rear) warning/information stickers (on subframe, tailgate, front wall)
Optional equipment:	Hydraulic pump Tipping control lever (mounted in cab) Hyva Hydraulic cylinder Hard hrome – with pump 113 L/m Rear flap- opening during tipping by steel rope
Chassis equipment:	PTO/PUMP Steps on battery to confirm tipping control lever (mounted in cab) wheel wedges 2 pcs side contour lamps indicator on the dashboard and wiring for raised body signal preparation for subframe mounting (front brackets) plate for mounting registration No mudguards on second front axle to confirm