KH-KIPPER
Bodies Trailers Semitrailers

W 1 U

REAR TIPPING BODY FOR ASPHALT AND LOOSE MATERIAL TRANSPORT

DESCRIPTION

DELIVERING TO CONSTRUCTION SITES

Construction requires an efficient and uninterrupted supply of bulk materials such as sand, gravel or asphalt – often to a hard-to-reach place. Due to its advantages, tipper trucks are used for this type of transport.

Construction tippers allow very precise delivery of loads of any quantities and over relatively short distances. Thanks to them, you can exactly determine the storage point, unload the material in a very short time and prevent clutter on the construction site. The risk of accidental material losses is also limited.

The rate per tonne transported is the main economic indicator for bulk materials. Hence, the weight of the vehicle plays a key role in cost optimization. The rear tipping W1U body is designed for **transporting loose materials and bituminous mass.** When constructing it, a lot of emphasis was put on the correspondingly **low own weight** ensuring high payload. Thanks to the skilful use of the properties of modern Hardox steel from which it was made, its rigidity and resistance necessary in difficult operating conditions have also been improved.

CONSTRUCTION

UNIQUE SHAPE

Adhesion of the sticky material to the body is a common problem when unloading and if the driver fails to notice it, can lead to the truck tipping over. The unique shape of the W1U body resembling the inverted letter Ω (omega) and the inclined front wall **prevent the adhesive material against sticking inside and make it unload more easily**. Thanks to this, the driver does not have to lower and raise the body again or clean it manually. The extra space used on the sides increases its volume.

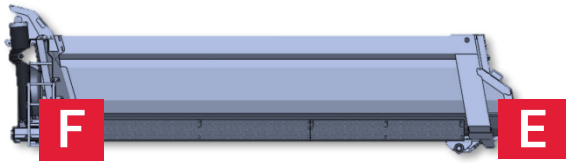
The body has larger volume and lower center of gravity due to its unique shape resembling the inverted letter Ω

CONSTRUCTION

EASY UNLOADING

The rear SNEEP shovel [E] is placed on the same level as floor which means that the unloaded material will not pile up in the rear part of the body. This facilitates unloading and minimizes the time associated with cleaning the shovel and closing mechanisms before travelling on the road. The tailgate is located inside the body and additionally has an opening limiter. It allows for an even unloading of the material while driving and facilitates work with an asphalt paver.

Front wall [F] of the body is slightly inclined which prevents the adhesive material to stick during unloading.

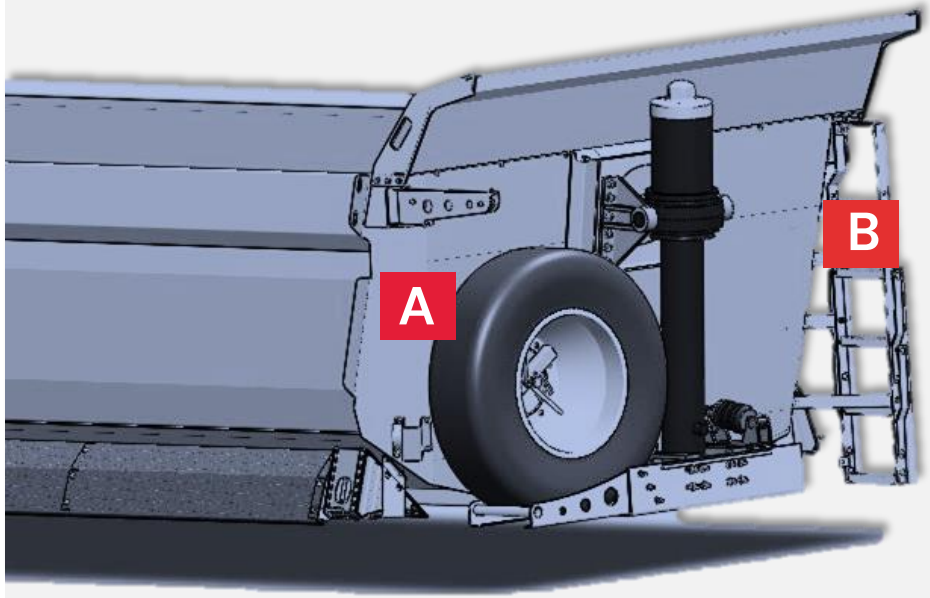


CONSTRUCTION

The spare wheel is located on the chassis frame [A], instead of the front wall. It does not rise unnecessarily with the body. Free access to the spare wheel facilitates its replacement.

The traditional **tarpaulin** on the right side board protects the load from getting wet or losing heat and provides safety to the other road users by preventing material from spilling onto the road while driving. Optionally, the body can also be equipped with more modern load covering systems – electrically controlled and not requiring the driver to climb the body.

Foldable lader in the front [B] allows to access the body safely and easily.

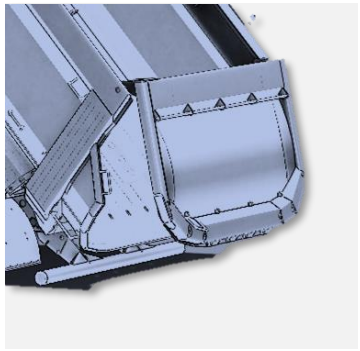


CONSTRUCTION

ASPHALT TRANSPORT

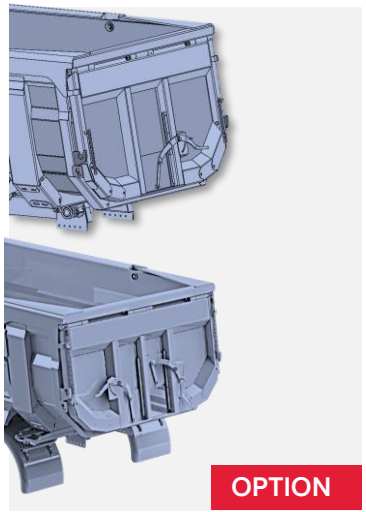
Suitable rear overhang, rear shovel, bumper lifting system, mud flaps raised on hinges and suspended in the upper position make it possible to adapt the vehicle to **work with the asphalt paver**.

CONSTRUCTION



MECHANICAL REAR BOARD

Standard rear board in half-pipe bodies.

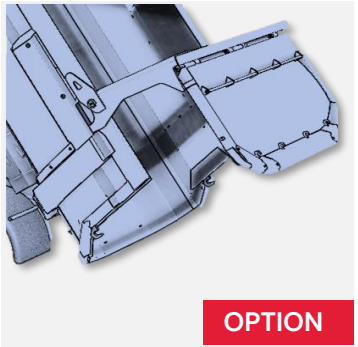


OPTION

REAR BOARD WITH A CHUTE

1 or 2 chutes on the rear board

The use of such a solution allows very precise dosing of the unloaded material. When tipping backwards it is possible to open the chute only to the required extent.



OPTION

HYDRAULIC REAR BOARD

Thanks to it, the driver has more control over the unloaded load. It is often used together with an automatic tarpaulin system. Controlled from the cabin.

OPTION

REAR BOARD ON LINES

The solution is mainly used in tippers working in mines. Allows for greater opening of the rear board. Thanks to the large clearance, all rock material is easily unloaded from the body.

COMPONENTS

STEEL

Due to the fact that during transport the body is exposed to harsh operating conditions, the main structure has been made of damage-resistant high-strenght **HARDOX®** steel (7mm floor and 5mm side boards), while the supporting structure has been made of **STRENX™** steel. The high-quality Swedish HARDOX steel used to manufacture the body provides it with adwquate rigidity and at the same time a lightweight design.

Aggressive abrasive environments are not able to threaten **HARDOX®**. Regardless of the type of transport, the use of this modern steel increases the abrasion resistance of the body, ensures greater load capacity and longer life.

HYDRAULIC SYSTEM

The new generation HYVA ALPHA hydraulic cylinder used in the KH-KIPPER rear-tipping bodies ensures a **20% shorter time of lifting and lowering of the body.** A lighter and more powerful hydraulic system also increases the load capacity of the tipper.

With repeated cycles, the new solution allows you to use the time saved for a larger number of cycles, and thus **transport a larger amount of load.**

The HT control valve mounted on the cylinder is equipped with a safety valve to **prevent the body from falling suddenly in the event of a hydraulic hose damage**.

As a result of the introduced changes, a complete hydraulic system was created, which is **lighter, faster, more reliable and safer than any other available on the market at the moment.**

TECHNICAL SPECIFICATION

CONSTRUCTION

- floor and side walls from high-resistance **HARDOX® 450** steel
- inclined front wall with a small roof
- fixed side walls, semicircular construction in the shape of inverted Ω letter
- rear wall with top hinges, inclined at 10° angle, opened automatically when the body is raised, automatic hooks
- all steel elements are shot blasted, primered and final painted
- **well-equipped in standard**

HYDRAULICS

- **HYVA ALPHA** new generation front hydraulic cylinder
- HYVA hydraulic pump, oil tank
- pneumatic or electric tipping control from cab
- main valve mounted on the cylinder with additional safety valve
- high strength hydraulic hoses

EQUIPMENT

foldable ladder for operating the tarpaulin

demountable ladder on the front wall

lamp in the cab indicating raised body

wheel chocks mounting

tarpaulin on the right or front wall

mounting of spare wheel on the frame

marking plates

yellow marking lights

reflective tapes

side underrun protections

scissor stabilizer ensuring safe unloading

supporting legs under the body

rear lamps covers with tiltable grill

covers protecting the chassis against falling load

OPTIONS

hydraulic rear wall

chute (damper)

rear wall on lines

mudguards on rear axles

plastic lining

hydraulically raised bumper

MULTIKAP hydraulic roof

Cramaro/Marcolin/Hyva tarpaulin system

mounting a shovel under the floor

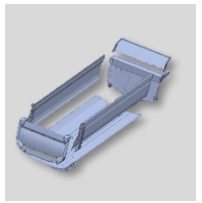
hook protection against damages

stone ejector

stickers

body heating with exhaust fumes

vehicle incline monitoring system



delivery in parts

OPTIONS

system monitoring the vehicle overload

central greasing system

safe reversing system

exchangeable system (one chassis – two bodies)

PERSONALIZATION

	CLASSIC	OFF-ROAD	MINING
FLOOR	7 mm	8 mm	10 mm
SIDE WALLS	5 mm	6 mm	6 mm

Depending on the purpose of the tipper, different thicknesses of steel are used on the floor and side walls.

ADVANTAGES

- ✓ **Easier unloading due to the appropriate shape of the body – the material does not accumlate in the corners**
- ✓ Lower body weight and bigger loading capacity
- ✓ **Lowering the fuel cost thanks to higher payload**
- ✓ Improvement of body's rigidity and resistance
- ✓ **Shorter tipping time**
- ✓ Safe tipping thanks to lower center of gravity
- ✓ **Reduction of repair costs in case of damage due to exchangeable elements of equipment**

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