



W3A BODY FOR GRAIN TRANSPORT



EFFICIENT GRAIN TRANSPORT STRAIGHT FROM THE FIELDS

The transport of grains has its own rules. Small seeds of plants such as wheat, oats, barley, corn, peas and sunflower are relatively difficult to transport bulk material. Grain, which is sensitive to moisture, also requires the use of appropriate means of transport, which will protect it not only against loss, but also against spoilage.

The Scania 6x2 combined with a trailer, on which three-way W3A bodies are mounted, is intended for the transport of cereals and other loose agricultural products from fields directly to purchase centers or other storage places. The vehicle is used at any stage of the technological chain and during the entire harvest period, both over short and long distances. The efficiency of such transport is comparable to rail transport.

A vehicle combined with a trailer allows you to load a relatively large amount of cargo, which means that one driver with the help of just one vehicle is able to perform practically twice as many transports . The volume of each body is 28 m³, which allows the entire combination of vehicles to carry as much as 56 m³ of cargo.



TYPES OF GRAINS



wheat



oats



barley



sunflower



corn



peas



Source: [Canva](#)

UNLOADING IN DIFFERENT WAYS

The set unloads itself thanks to hydraulic cylinders located under the floors of both bodies. This allows for effective and quick implementation of various transport tasks, minimizing costs. Unloading takes place on three sides, i.e. backwards and sideways

The side walls are divided into the lower movable part and the upper fixed part. The lower movable part is additionally divided into two sections. Both sections tilt automatically when you lift the body to the side or manually from top to bottom thanks to the top and bottom hinges. The upper, fixed part of the side walls increases the height of the sides and allows for maximum use of the set's load capacity within the permissible standard.

The rear wall with top hinges opens automatically when the body is lifted backwards, and two grain chutes enable precise unloading of grain, e.g. into a tank. If the set is currently not transporting grain, it can also be successfully used to transport other loads. The side-opening rear wall allows you to load pallets or long items into the body. Thanks to the appropriate internal width of the bodies, it is possible to load two pallets next to each other. The tailgate doors can be attached with chains on both sides of the body, which prevents them from closing accidentally during loading.



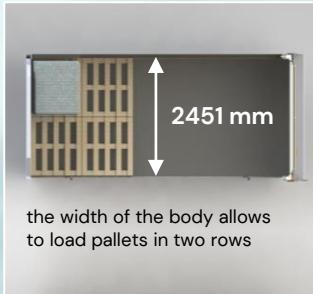
grain chutes enable precise unloading of grain



rear wall opens automatically when the body is lifted backwards



side-opening rear wall allows to load goods on pallets



the width of the body allows to load pallets in two rows





SEALED TRANSPORT OF SMALL GRAINS

The cross-section of the bodies resembles a square. The floor of both bodies is made of 6-mm high-strength HARDOX 450 steel, and the side walls are made of high-quality **aluminum profiles**. The front wall is made of 4 mm STRENX steel. This combination ensures a maximum long service life of the body exposed to wear and at the same time a lightweight construction. Due to the large volume of the body, the **chain connecting the sides** increases the stiffness of the entire structure.

Small cereal grains are relatively difficult to transport bulk material. The **sealed construction and tarpaulin** prevent loss and spoilage of the cargo during transport in bad weather conditions. A traditional tarpaulin effectively limits the penetration of moisture from the external environment and protects the grain from rain and wind. When unrolled, it rests on two bars welded between the sides of the body. Unfolding and folding the tarpaulin is made easier thanks to **aluminum platforms and ladders** located on the rear side of the vehicle and the front side of the trailer.



roll tarpaulin on right side



ladders and platforms enable entry on the body



Side underrun protections under the trailer body prevent uncontrolled side entry under the vehicle's wheels, and the **steel bumper** protects other road users from getting trapped under the vehicle in the event of a collision.

The trailer uses **BPW axles** which allow it to be driven on all types of roads, especially unpaved field roads.

At the rear of the truck chassis there is a **coupling** that allows you to connect a trailer or other types of equipment to it. **Adjusting the height of the trailer** makes it easier to properly position the drawbar hitch when connecting it to a truck chassis, working with a combine harvester or loading from a ramp. When unloading, the lower trailer height increases safety thanks to a low center of gravity.



repair supports under body



aluminum side underrun protection



yellow side marking lights



rear bumper



back lights steel protection with easy opening grate



trailer height regulation



BODIES		ON THE CHASSIS	ON THE TRAILER
internal length		5 900 mm	5 900 mm
external/internal width		2 550 / 2 451 mm	2 550 / 2 451 mm
height		2 000 mm	2 000 mm
volume		28,0 m ³	28,0 m ³
floor 6 mm, wear-resistant steel HARDOX 450		✓	✓
sides 40 mm, wear-resistant aluminium profile		✓	✓
left and right sides		✓	✓
the upper part is fixed, the lower part is divided into two parts by upper hinges		✓	✓
tailgate French door opened to the sides with two grain chutes		✓	✓
front wall height 2 100 mm, thickness 4 mm, high-strength structural steel		✓	✓
STRENNX 700, without roof		✓	✓
HYDRAULIC SYSTEM			
underfloor hydraulic cylinder HYVA/NUMMI/PENTA		✓	✓
gear hydraulic pump		✓	✗
hydraulic valve		2-sectional main hydraulic valve	body lifting limit valve
knock-off valve		✓	✗
oil tank HYVA with filter and oil level indicator		✓	✗
hydraulic oil		✓	✗
raised body signalization on display in cab with buzzer		✓	✗
pneumatic cab controller for tipping		✓	✗
OTHER EQUIPMENT			
repair supports under body		✓	✓
foldable ladder		on the rear wall	on the front wall
roll tarpaulin on right side		✓	✓
aluminum side underrun protection		✓	✓
hydraulic installation for trailer 1-circuit (2 lines)		✓	✗
back lights steel protection with easy opening grate		✓	✓
yellow-red marking plates		✓	✓
mounting yellow side marking lights		✓	✓
reflective sticker tape		✓	✓
all steel parts shot blasted, primer coated and lacquer		✓	✓
TRAILER CHASSIS			
axle loads		2 x 11 000 kg	
maximum trailer weight		22 000 kg	
frame		length adapted to body length, two welded steel I-sections with crossbars	
drawbar		welded construction, with 50 mm (DIN) connection, lowerable	
brakes		HALDEX dual-circuit pneumatic drum brakes; EBS; pneumatic parking brake	
lighting		24V installation, standard 2x7 pins or other; Side marker lights installed on both sides	
tires and wheels		4 silver steel rims; Tires - type R22.5 - 4 pcs. 385/65R22.5 M+S	
rear bumper		✓	



KH-KIPPER Sp. z o.o.
Kajetanów 130
26-050 Zagnańsk
Poland

tel. +48 41 30 11 568
fax +48 41 30 11 303

sales@kh-kipper.pl
www.kh-kipper.pl

Find us on

