

BITUM BULL

CRAFTING ROADS, BUILDING CONNECTIONS

W1U REAR TIPPING BODY FOR ASPHALT AND LOOSE MATERIAL TRANSPORT

 **KH-KIPPER**
Bodies Trailers Semitrailers





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.



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 WIU 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.



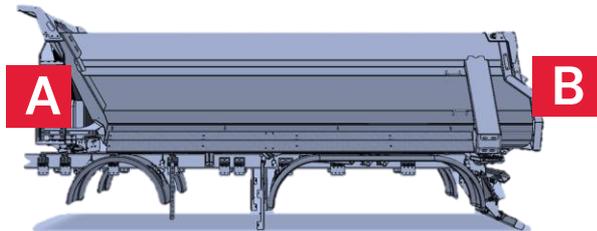
The body has larger volume and lower center of gravity due to its unique shape resembling the inverted letter Ω



EASY UNLOADING

The rear SNEEP shovel [B] 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 [A] of the body is slightly inclined which prevents the adhesive material to stick during unloading.



The traditional **tarpaulin [C]** 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 ladder in the front [D] allows to access the body safely and easily.



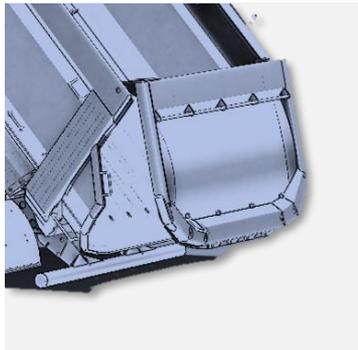


ASPHALT TRANSPORT

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**.

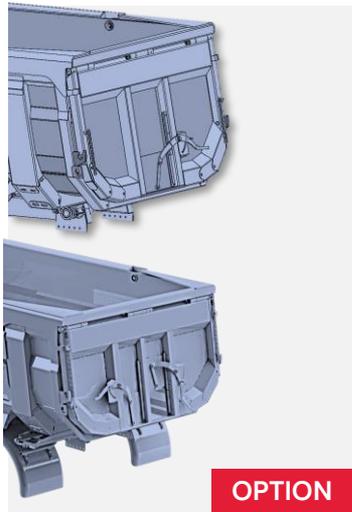


REAR BOARD



MECHANICAL REAR BOARD

Standard rear board in half-pipe bodies.

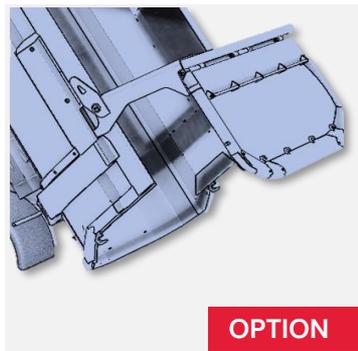


REAR BOARD WITH A CHUTE

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.

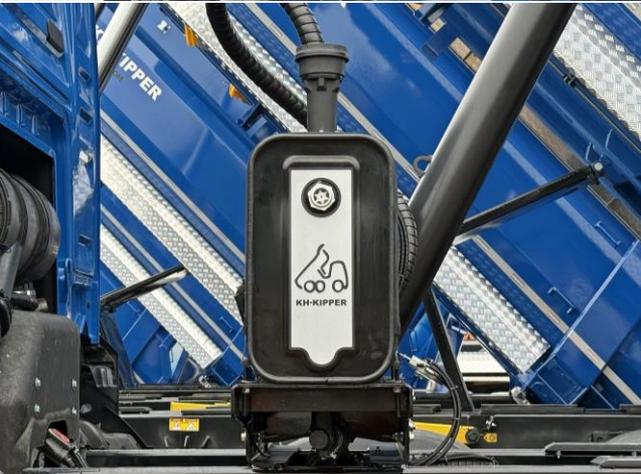
OPTION



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.

OPTION



KH-KIPPER HYDRAULIC SYSTEM – TECHNOLOGY AS STANDARD

FULL CHROME PLATING OF EVERY STAGE – AT NO EXTRA COST

Chrome plating of all stages provides significantly higher corrosion resistance, up to a 4x harder scratch-resistant surface, reduced seal wear, and extended cylinder service life. Low surface roughness ensures smooth operation and low friction.

MODULAR, REINFORCED DESIGN

An increased working surface between stages delivers greater stiffness, precise guidance, and high stability under load, even in the most demanding operating conditions.

FORGED COMPONENTS – EYE AND LOWER RING WITH PINS

Forged parts offer much higher strength than cast components, ensuring superior resistance to overloads, cracking, and long-term stress.

INDUCTION-HARDENED PINS

A hardened outer layer combined with a flexible core ensures no wear, no play, and exceptional durability during operation.

BASE DIAMETER: 135 MM

A larger diameter means a stiffer and more stable structure with higher lifting capacity and only a minimal increase in cylinder weight.

HD SEALS WITH PRELOAD ELEMENT

A double sealing package maintains constant pressure on the chrome surface, delivering maximum tightness, low friction, and resistance to contamination and high pressures.

OPERATING PRESSURE: 250 BAR WITH OPTIMIZED STRUCTURAL WEIGHT

More power, higher payload capacity, fewer failures.

MAINTENANCE-FREE OPERATION

Minimum service – maximum performance.



16-17,5 m³



20-22 m³



22-24 m³

**BODY
VOLUME**

EQUIPMENT

unique Ω shape of the body

easier discharge of the material

tarpaulin rolled on the right side wall

other variants also available

reflective tapes

rear wall sloped

top hinges

rear SNEEP extension

rear lights protection with easy opening grate

foldable ladder under body

foldable rear bumper

yellow red marking plates

mudguards with mudflaps

sloped front wall with roof

spare wheel mounting behind the cabin

exchangeable side protections

foldable ladder on front wall

wheel chocks

front hydraulic cylinder

hydraulic oil tank

hydraulic hoses

aluminium side
underrun protections

scissor stabilizer

repair supports

pneumatic control in cabin
raised body signalization on display

hydraulic pump

yellow marking lights



tipper body shot blasted, primer & final painted in RAL color



[WATCH THE VIDEO](#)

EQUIPMENT



foldable ladder for operating the tarpaulin



demountable ladder on the front wall



lamp in the cab indicating raised body



wheel chocks mounting



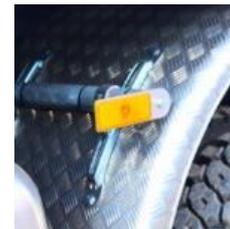
tarpaulin on the right or front wall



mounting of spare wheel



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



foldable bumper

OPTIONS



hydraulic rear wall



rear wall on lines



chute (damper)



plastic lining



hydraulically raised bumper



hydraulically or manually raised bumper for trailer



aluminum hydraulic roof



automatic load covering system



traditional crank-operated tarpaulin



mounting a shovel under the floor



central greasing system



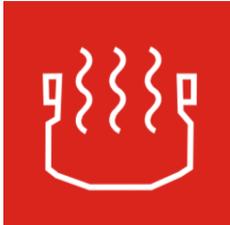
safe reversing system



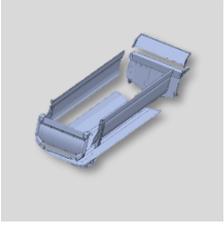
stone ejectors



exchangeable system
(one chassis - two
bodies)



body heating with
exhaust fumes



delivery in parts



stickers



vehicle incline monitoring
system (HYVA DTS Guide)

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 accumulate 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**
- ✓ **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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