



Push-off trailer

TAW20-K/TAW20/TAW30





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Push-off trailer TAW 20-K/TAW 20/ TAW 30

Versatile – quick – safe

Move large volumes safely and quickly – and that with short loading/unloading times. These efficiency factors are met at the highest level with **agroliner** push-off trailers. The push-off system ensures quick and safe unloading even on unsurfaced or sloping ground. Thanks to its many possible uses, a relatively high annual usage can be achieved. Where a tipper meets its natural boundaries, e.g. in low buildings on slopes or on unsurfaced ground, the **agroliner** push-off trailer can be used without limitations. When loose bulk cargo can be compacted, e.g. maize or grass silage, the pusher plate can increase the loading capacity.



Tandem push-off trailer TAW 20-K

The compact version of the push-off trailer is used where larger vehicles are not manoeuvrable enough due to their external dimensions. With its total length of 8.2 m, the vehicle is significantly more manoeuvrable and can be used in tight spaces or on sub-optimal farm tracks. With its cargo volume of 30-34 m³ (depending on the equipment fitted), the TAW 20-K still manages to give you a high level of transport performance.



Tandem push-off trailer TAW 20 / TAW 20 "L"

The two-axle central axle trailer is the most frequently sold variant of the push-off trailer. It is a high power transport solution with loading volumes from 32 m³ to 43 m³ with permissible total weights ranging from 20 to 24 tonnes. The push-off trailer can be used everywhere and is suitable for all agricultural cargo loads.



Tridem push-off trailer TAW 30

You can achieve the maximum with the three axle design. Loading volumes of up to 50 m³ with a permitted total weight of up to 34 tonnes are possible. For perfect handling and safe driving characteristics, we recommend the optionally available forced steering system (first and third axles) with hydraulic suspension for this maximum-sized vehicle.

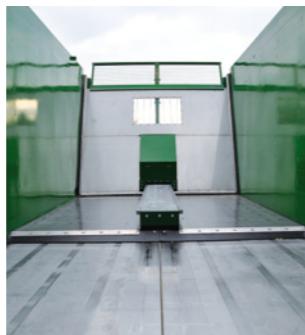


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Best quality. And that across the range.



The floor assembly

The floor is designed in two parts. The forward floor lies in the transfer area on the rear floor assembly. During the pushing procedure, first the pusher is pushed over the rear floor assembly with the front floor assembly. Then the pusher also moves over the front floor completely to the rear break-off point.

The floor assembly is cladded with stainless steel sheets, due to the fact that the highest friction values are created here and that stainless steel has been proven to have excellent sliding characteristics. This means that, even with poorly sliding cargos like chicken or turkey manure, the pushing off performance is trouble-free.



The pusher

The pusher is guided solidly on a rail and operated using three double-action hydraulic cylinders. The pressure surface of the pusher is also covered in stainless steel so that as few load remnants stick to it during the unloading process. The seal is provided by sturdy, swappable polyurethane sealing strips.



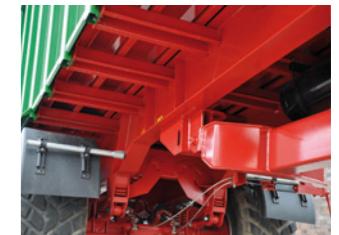
The side panels

The side panels are a single piece and made of welded high-strength fine-grained steel sheets. This design guarantees that the side panels remain stable, even with high pushing forces, and the pusher can unload without any problems. The side panels are bolted onto the floor assembly. The top edge (overhead loading edge) is made of a sturdy rectangular tube. As an option, a side panel extension can be supplied to increase the loading volume.



The high-volume tailgate

The high-volume tailgate is opened using two double-action hydraulic cylinders. During the closing procedure, the four-way locking system is automatically activated. The surrounding swappable rubber seal closes to form a grain-tight seal.



The chassis

The chassis frame is designed to be torsion-resistant with large side members and closed cross sections. In combination with the board walls, the chassis must ensure that no torsion is permitted in the cargo area. This is the only way to ensure permanently trouble-free operation of the push-off system.



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Individually configured.

Superstructure additional equipment

The discharge slider

A discharge slider can be fitted to the tailgate as an option.

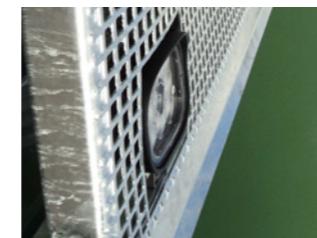


The viewing window and mulching flap

A large viewing window from swappable Plexiglas as well as an adjustable grid attachment (can also be controlled hydraulically as an option) give the driver good control over the loading condition.



The work lights to light the internal space



The ladder

is ergonomically designed and, thanks to its generous catwalk and accident protection bar, offers a high level of safety.



The separate switching box

For operating electrical functions, e. g. work lights or a pre-press function.



The dosing rollers

Ideal for evenly distributing the cargo, such as grass or maize silage, on a bunker silo. With the constant push-off speed combined with an even travelling speed, an even distribution of the silage is attained through the unloading process. An overload protection on the lower dosing roller stops the oil feed to the push-off cylinders. As soon as the rollers are running freely again, the oil feed is released again.



The sidewall extension

The loading volume can be effectively increased with plug-in aluminium extensions for the side panels and volume tailgate.



The two-leaf cover system can also be combined with the robust galvanised steel attachment.



The cargo area covering system

To secure the load, as is required when using the public roads, we offer several solutions such as our roller tarpaulin system for example, or the two-leaf hydraulically controlled cargo area covering system.



The two-leaf cover system can also be combined with the robust galvanised steel attachment.



The foldable board wall

The foldable board wall lowers the overhead loading height.



In detail.

Chassis additional equipment

The draw gear

As an alternative to a fixed tow bar, we offer a height-adjustable, rubber mounted draw gear unit for two to four tonnes of drawbar load. Shocks whilst moving are effectively absorbed. The factory-set coupling height based on the customer's wishes can be adjusted to other coupling heights later on. As an alternative to the standard mechanical parking support winch, hydraulic jacks are available. As well as the standard DIN drawbar eyes, spherical head hitches are available.



The hydraulically sprung towing device

The hydraulically sprung towing device gives the best possible drive comfort. The coupling height can be adjusted continuously and in a fast manner to different towing vehicles.



The hydraulic suspension

perfectly masters all relevant road safety criteria such as roll stability, dynamic brake force equalisation, and static load equalisation. The pressure displayed gives an indication of the loading condition (65 bar ~ 10 tonnes of axle load). Here it is possible to signal the desired load using an adjustable pressure sensor. With the stop taps open, the ride level can be adjusted from the towing vehicle using an SA control device. During the journey, these should be kept closed. In this way the suspension on the left-hand side of the vehicle is isolated from the right-hand side, thus additionally increasing the roll stability.



The central lubrication system

If you lubricate well, the journey is good: by using a central lubrication system you ensure that automatic lubrication is applied to all relevant components.



To preserve the tyres when running empty, and as an approach or traction aid, a lifting axle can be integrated into the system.



The drive axle

With extreme operations, such as when it is wet, or with high silo ramps, the drive axle has to provide additional traction, and precisely where it is required at that. At the same time, the strain on the tractor is relieved. This means that it is also possible to use less powerful (more economical) tractors.



The steering axle

Self-steering and forced-steering systems increase manoeuvrability, help to protect the ground and reduce tyre wear.



The forced steering

While the self-steering axle only follows when turning a corner and has to be locked when driving backwards, the hydraulic forced steering is always actively controlled and helps steering precisely when driving backwards. As a result, there is significantly less wear on the axle and the tyres than with a self-steering axle. Forced steering is available with a mechanical steering link or with electronical actuation.



Hydro-mechanical



Electro-hydraulic

The telescopic drag link

To make it easy to couple to the tractor, even with different approach angles.



Maximum turning angle



The towing device

The towing device can be simply attached to the screw connection of the underride protection.



The lighting system

The rear lights and number plate lights are mounted under the large volume tailgate in a protected position. To improve visibility on public roads, side marking stickers or side marking lights can be fitted.





Our transport solutions at a glance.

Three-way tipper



HKD 302
(18 t total weight)



HKD 302-S
(18 t total weight)



TKD 302
(20-24 t total weight)



TKD 302-S
(20-24 t total weight)



HKD 200
(14 t total weight)



HKD 250
(16 t total weight)



HKD 290
(18 t total weight)

Dump trailers



MUK 303
(20-24 t total weight)



MUK 402
(31-34 t total weight)



TMR 34
(34 t total weight)

Push-off trailer



TAW 20-K
(20-24 t total weight)



TAW 20
(20-24 t total weight)



TAW 30
(31-34 t total weight)



SAW 32
(32 t total weight)

Heavy-duty dump trailers



MUP 20 HP
(20-24 t total weight)



MUP 30 HP
(31-34 t total weight)



MUP 20 VG
(22-24 t total weight)



MUP 20 SP
(22-24 t total weight)

Hook-lift trailers



THL 20
(20-24 t total weight,
17-21 t lifting capacity)



THL 30
(31-34 t total weight,
30 t lifting capacity)

Dolly trailer



EAD 14
(14 t total weight)

HGV solutions



HKD 402
(24 t total weight)



ZKA 1
(16 t total weight)



PW0 18
(18 t total weight)



PW0 24
(24 t total weight)

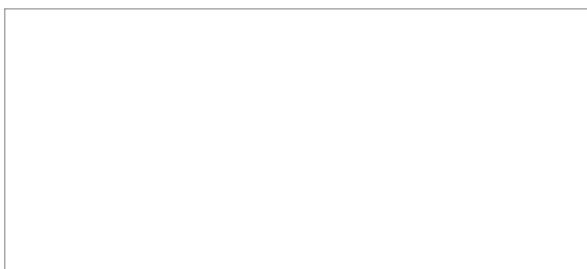
***For every use
the suitable solution.***

You want to use your vehicle for particularly special tasks, too? Tell us your requirements and our experienced designers will work out practical suggestions for you. There is a suitable solution for nearly every transport problem.



Commercial vehicles one can rely on.

Authorised specialist dealer



For technical data and the details of the standard and optional equipment, please refer to our current price list. All figures show vehicles with optional equipment. We are constantly developing and improving our products for the benefit of our customers. We therefore reserve the right to make modifications to the design during production runs without prior notice.

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