



## ***Dump trailers*** **MUK 303 / MUK 402**





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## Dump trailers MUK 303 / MUK 402

### Versatile – sturdy – long-lasting

You need to manoeuvre frequently, mainly tip to the rear, transport types of load which do not slide easily, like silo maize, and always come across wet ground conditions? Then a dump trailer is just the right choice. Tell us your operational requirements and we will deliver you a tailor-made dump trailer. Trough volumes from 15 to 50 m<sup>3</sup>, made from one cast or with extensions, tandem or tridem, tipping to the rear or multi-side tipping – we have the perfect solution for every requirement.



#### Tandem dump trailer MUK 303

An indestructible heavy worker which you can configure totally to meet your operational requirements. In a short and more compact design also suitable for trips in combination with a second trailer or in the longer design for solo use as a large volume vehicle. Our trough shape with angled side panels allows a flexible design of the trough dimensions both in the height and also in the length. Thanks to the angle system, the empty weight can be significantly reduced compared to conventional ribbed designs.



#### Tridem dump trailer MUK 402

Our Tridem range gives you loading volumes of up to 50 m<sup>3</sup> with a maximum permitted total weight of 34 tonnes. As well as the standard parabolic spring suspension, you can also select a hydraulic and pneumatic suspension. In the basic version, both front axles are fixed and the third axle is a self-steering axle. From the manufacturer's view, we recommend a forced steering system for the first and the third axles.



## Best quality. And that across the range.

### The dump trailer as a two or three-way tipper. One for all uses.

With the design as a two or three-way tipper, you increase your flexibility and effectiveness significantly. This means the vehicle can not just be used as a pure rearwards tipper, but also as a side tipper. It is particularly worth noting that the tailgate and the side swinging flaps do not compromise in their functionality in any way. Other than converting the tipping bearing, no other manual intervention is needed to change from rearwards to side tipping. The vehicle can also be used in conjunction with a centre pivot trailer in its standard length.

**The tipping mechanism**  
cardanic mounted telescopic cylinder with plenty of redundant performance. When tipping to the rear, a tipping angle of over 50° can be reached. Solid rubber resting point supports absorb impacts when driving, attenuate noises from the tipping bridge and protect the whole vehicle frame as a result.



**The tipping bearings**  
An effective stiffening of the frame overhand and play-free tipping bearings guarantee high levels of safety when tipping rearwards.



**The trough**  
All troughs have a conical design to improve the sliding of the load when tipping to the rear. Depending on the use, the floor plates and side panels are available in various material thicknesses and wear-resistant steel grades (e.g. Hardox).



**The hydraulic tailgate**  
The hydraulically operated tailgate is optimally integrated into the side panel, this gives a wider usable width in the loading area. The hydraulic components are protected underneath the lifting arms. The hydraulic bottom locking system opens automatically before the tailgate is lifted and locks again after the tailgate has been lowered. The tailgate is pulled against the trough to produce an optimal seal. A large potato sliding gate with a chute is positioned in the centre. Overhear loading screws with the most varied performance levels can be integrated. An intel-



ligent sequence control system ensures that the board wall is only locked when it lies tightly against the trough. A display on the front wall gives the driver positive information about the condition of the locking system. Our speciality: the tailgate can be opened even with a closed roller tarpaulin.



**The foldable underride protection**  
The sturdy, foldable underride protection and the raised up lighting are positioned practically and meet the requirements of the road traffic ordinance (German StVzO).



**The automatic trailer coupling system**  
As an option, an automatic trailer hitch or towing eyes can be fitted.



**The discharge slider**  
The tailgate can be provided with up to three large discharge slider gates with chutes.



**Superstructure additional equipment**



**The trough made from a single cast**

We offer you troughs up to 2.4 m high also without sidewall extensions. In doing so, you retain the advantages of the trough in its solid basic construction. Sidewall extensions are not as stable thanks to their lightweight construction and can lead to leaks in the long run. You should therefore make a judgement: only when the extension is actually removed in practice when transporting heavy bulk cargo for example, is a sidewall extension advisable. The trough made from a single cast is always more solid and longer lasting.

**The foldable sidewall extension**

The sidewall extensions on the agroliner are foldable. This means that the bothersome removal of the extension can be avoided in many cases. It is also possible to fold down just one side, e.g. to reduce the overhead loading height. The functionality of the hydraulic tailgate is also guaranteed with the sidewall extensions folded down.



**The drop chute**

form an effective aid for gentle loading of potatoes. As the weight of the load increases, extending ropes lower the drop chute. Also available in a sturdy design made from conveyor belt rubber straps.



**The side tipping bridge extensions**

are adapted to fit the lower unlocking hooks and are automatically brought into position when the lower locking system is operated.

**Individually configured.**

**The overhead loading side panels**

To effectively reduce the height potatoes fall when being overhead loaded, we have developed a special side panel system. They are secured using two long-lever locks and can be easily and quickly folded up and locked using a hand-pump or the tractor unit's hydraulics.



**The mulching flap**

The mulching flap is raised when needed by a double-action hydraulic cylinder.



**The automatic cargo area cover**

Quick and safe cargo area covering with our hydraulically controlled covering system. Available with nets or tarpaulins.



**The access ladder and the catwalk**

To safely operate the tarpaulin and to climb over the loading space, a large catwalk is available which can be reached via a step ladder. A removable aluminium ladder is recommended as an access ladder when the vehicle is fitted with a roller tarpaulin, so that the ladder can also be moved around the vehicle for use. A fixed access ladder is available with a foldable bottom section as an alternative.



**The two-sided tipping mechanism**

The two-sided tipping mechanism also allows sideways unloading of the loaded goods.



**The overhead loading screw**

Attaching powerful overhead loading screws is possible without any problems.



## In detail.

### 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 electrical actuation.

### The hydraulic rear axle support

Hydraulic rear axle support to increase the stability.



### The hydraulic suspension

conquers all driving-safety relevant 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 is approximately 10 tonnes of axle load). Here it is possible to signal the desired load using an adjustable pressure sensor. With the stop cocks open, the ride level can be adjusted from the towing vehicle using a pressure 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. To preserve the tyres when running empty, and as an approach or traction aid, a lifting axle can be integrated into the system.

### The telescopic drag link

to make it easy to connect up the tractor, even at different approach angles.



### Maximum turning angle



### Hydro-mechanical forced steering



### Electro-hydraulic forced steering



### The low pressure tyres

The right tyres for every use – optimal easy running and ground protection can be achieved with high-performance low pressure tyres. 30.5 inch wheels are also available for delivery.



### 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.



### The digital scale system

It is good to trust, but better to check. Using our scale system, you always have a reliable check of the load weight.

## Individually configured.

### Chassis additional equipment

#### The on-board hydraulic system

The on-board hydraulic system is recommended for large dump trailers from 7.50 m long as the towing vehicle often does not have the required quantity of oil.



#### The remote control



#### The hydraulic tank (own oil supply)



#### The on-board hydraulics via the PTO shaft



#### The oil motor

#### Two different designs

We supply the on-board hydraulic system in different versions. On-board hydraulics via the PTO shaft or with an oil motor.

#### 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 later to other coupling heights. As an alternative to the standard mechanical parking support winch, hydraulic jacks can be supplied. As well as the standard DIN drawbar eyes, spherical head hitches are available.





**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)

**Platform trailers**



**PWO 18**  
(18 t total weight)



**PWO 24**  
(24 t total weight)

**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)

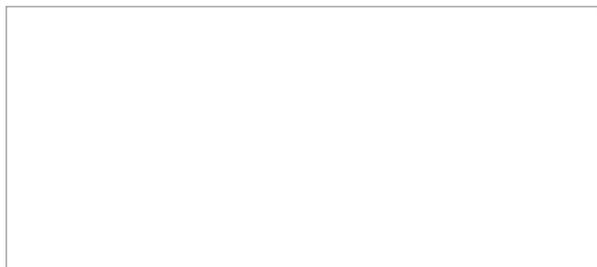
**For every use  
the suitable solution.**

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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