



Heavy-duty dump trailers

MUP 20 HP / MUP 30 HP





2

3



terraliner heavy load dump trailers

***Tough in use,
powerful
in performance.***

Earth movement, demolition rubble, recycling materials – our heavy-duty dump trailers are used for these transportation tasks. Wherever a conventional HGV meets its limits on a construction site, our tractor-towed dump trailers are just getting moving. They are more economical and quicker off-road than HGVs, and even on the road, modern all-wheel drive tractors are quick; they travel at up to 65 km/h. Our MUP series is designed for transporting heavy bulk cargo during demanding use on construction sites. From top to bottom, we use components of the absolute top quality even in the standard equipment - we do this because we know exactly what sorts of extreme loads these vehicles will be subjected to.



Tandem dump trailer MUP 20 HP

With a load volume of up to 12.7 m³ (volume of water) and a total permissible weight of 20 to 24 tonnes **on-road** and 28 tonnes **offroad**, the tandem version is the most common representative of its type. The chassis is equipped with a 24 tonnes bogie axle unit as standard.



Tandem dump trailer MUP 30 HP

The MUP 30HP has similar basic characteristics to the MUP 20HP. The load volume is 17.4 m³ (volume of water), the total permissible weight is up to 34 tonnes **on-road** and up to 40 tonnes **off-road**. In the basic version, both front axles are fixed and the third axle is a self-steering axle. Our manufacturer's recommendation is a forced steering system for the first and third axles. Apart from the standard parabolic spring suspension, there are also hydraulic suspension systems to choose from.



Best quality. And that across the range.

The HP series has a semi-rounded tipper body shape (half-pipe) and a front tipping cylinder. The semi-rounded system means that weight-bearing body stiffening elements can be largely dispensed with, this provides a significant advantage in terms of the carrying capacity. The trough consists of just two sheet metal parts which are laser-welded together in the middle. Low welding distortion and a flat surface increase the shape stability and reduce soil adhesion.

Only the best wear-resistant fine-grained steels are used as the material for the tipper troughs (e.g. Hardox 450 or similar qualities). These materials are not just extremely sturdy, they also have higher elasticity which means that less dents and ridges are formed. The trough remains in better shape technically and optically: The semi-rounded trough is more round bodied than V-shaped in the **terraliner**. This means that the trough height can be kept rather low and reduce the adhesion of the loaded cargo. The sturdy top frame is designed to come to a point so that no loaded cargo can end up accumulating there which might eventually become a hazard to other road users on the streets should it fall off.

The front cylinder

The powerful front cylinder has high reserves of power and places its lifting force exactly where the semi-rounded tipper body offers the highest stability and the lowest load. To increase the lowering speed, a two-hose system can be retrofitted for rapid lowering if desired.



The tipping bearings

have absolutely no play and hold the trough securely during the tipping process. They are fitted with high-quality plastic wear bushings.



The hydraulic tailgate

The hydraulic tailgate is operated using two dual-action hydraulic cylinders and lifts up far above the cone of the material. When closing, the tailgate is pressed firmly onto the trough via two coupling claws. The tailgate is fitted in bearings in the lifting arms and can swing. In this way, the tailgate must only be quickly unlocked and the swing function starts immediately when



Hydraulic tailgate with swing axle

transporting sand and gravel, for example. Safety first: so that the opened tailgate does not become a life-threatening trap during cleaning or maintenance work, we have integrated a safety valve into it, e.g., this prevents the tailgate falling down in an uncontrolled manner if the line were to break.





The underride protection and the lighting

The sturdy underride protection can be folded up when being used off-road with quick-action locks. The lighting is protected next to the tipping bridge and cannot be damaged by the bulk cargo. In addition to that, it can also be fitted with a safety guard.



The chassis

Large-sized, high torsional strength rectangular pipe sections are used as the main load bearers for the chassis.

Standard equipment in the spotlight.

Perfection down to the smallest detail.

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 well as the standard DIN drawbar eyes, spherical head hitches are available. The hydraulic drawbar suspension offers the highest levels of driving comfort. The coupling height can be adjusted continuously and in a fast manner to different towing vehicles.



Height-adjustable draw gear with rubber bearing



Hydraulic drawbar suspension

Kennfixx

Along with the visual unique identification of the hydraulic connectors, the anti-slip surface makes it simple to couple with the tractor vehicle.



The jack

A mechanical parking support winch with rapid speed is standard equipment.



As an alternative to the standard mechanical parking support winch (with rapid speed), hydraulic jacks are available.



In detail.



swing upwards like units with no suspension). As an option, the bogie unit can also be supplied with a self-steering axle or a forced-steering axle.



Easy to climb – the bogie axle unit with deep-drawn self-aligning bearings.

The swivel axle unit

The swivel axle unit displays excellent easy towing characteristics, very good off-road capabilities and high stability during the tipping process. These characteristics come from the fact that the load is always equally distributed on all four wheels on a swivel axle unit. The top speed for these units without suspension is 40 km/h.

The bogie axle unit

We install a bogie axle unit as standard. Both fixed axles are connected with two longitudinal parabolic suspension packets. The suspension gives a minimal spring path and thereby ensures good stability as well as safety whilst driving. The tipping centre of rotation lies between the two axle bodies and lower than the axle bodies themselves. This means that the front axle is inclined to climb which gives the vehicle an excellent easy towing characteristics. The unit can be approved for speeds up to 60 km/h and runs smoothly even at higher speeds (it does not



The Tridec Chassis

With its unique three-point suspension on each axle, the Tridec chassis is able to compensate for any irregularities in all directions. The suspension is handled by a hydraulic suspension system. There is no torsional force transferred to the chassis as every point is articulated individually. As an additional option, you can choose a "Tritonic" control unit for electronic remote control. To achieve high tilt stability, automatic level control or spirit level control can be performed with the press of a button.

It is also possible to use the electronics to achieve automatic vehicle height adjustment.



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. A more economical central lubrication bar is also available.



Individually configured.

The odometer



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.



The on-board hydraulics with Remote control

The on-board hydraulics are recommended for Tridem dump trailers as the towing vehicle often does not have sufficient oil volumes (100 litres). The internal hydraulic system guarantees that all weights can be tipped and optimises the tipping and lowering speed.



Hydro-mechanical



Electro-hydraulic



Maximum turning angle



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.



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)

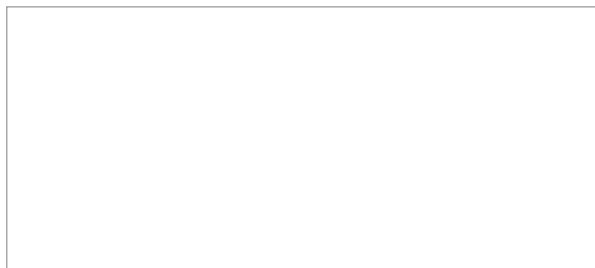
**For every use
the suitable solution.**

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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