



Heavy-duty dump trailers

MUP 20 VG





terraliner heavy load dump trailers

Tough and powerful.

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 for the 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 20VG

With a load volume of approximately 12.1 m³ (volume of water), the tandem version is the most common representative of its type. Powerful and indestructible.

Best quality. And that across the range.

Only the best wear-resistant fine-grained steels are used as the material for the tipper troughs. These materials are not just extremely sturdy, they also have higher elasticity which means that less dents and ridges are formed. The troughs remain in better technical and optical shape.

The conical trough has semi-circular side panels. This ensures that the load will slide out without any problems. The floor comes in a flat design so that pallets, construction site equipment or other bulk cargo can also be transported. The floor and side panels are constructed in six millimetre wear-resistant fine-grained steels. The floor of the tipper trough has an extremely high loading capacity thanks to its strong sub-structure, even with high point-loads (demolition debris, stones). The floor and side walls are constructed in six millimetre wear-resistant fine-grained steels.



Standard equipment in the spotlight.

The tipping bearings

have absolutely no play and hold the trough securely during the tipping process.



The hydraulic tailgate is operated using two dual-action hydraulic cylinders and lifts up far above the cone of the material. The tailgate can be adjusted using setting bolts. The closing pressure can be adjusted on the hydraulic cylinders.



The chassis

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



The tipping mechanism

A powerful under-floor cylinder is used as the tipping cylinder with high power reserves. The lifting forces are transferred uniformly via an extremely stable design of the trough sub-structure. The under-floor cylinder reaches an extreme tipping angle, and the lowering speed after the tipping process is quicker than if a front cylinder were used. This tipper is also slightly shorter and more compact than a dump trailer with a front cylinder.



Under-floor cylinder with safety support

The axle unit

The swivel axle units are characterised by their excellent easy towing properties, 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. Forced steering for the rear axle is available as an option.



Perfection down to the smallest detail.



The draw gear

The draw gear is V-shaped and has a **hydraulic scissor jack**, which gives large ground clearance. The supply lines to the tractor unit are supported by an adjustable boom and always held with sufficient safety clearance to the drawbar. Large rubber shock pads compensate for shocks when driving.



Chassis additional equipment

The central lubrication system

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



The underride protection and the lighting

The underride protection is achieved using a sharp-edged rectangular tube which can be quickly removed for off-road use with locking pins. The lights are protected under the tipping bridge and have protective grids.



The odometer





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)

Platform trailers



PWO 18
(18 t total weight)



PWO 24
(24 t total weight)

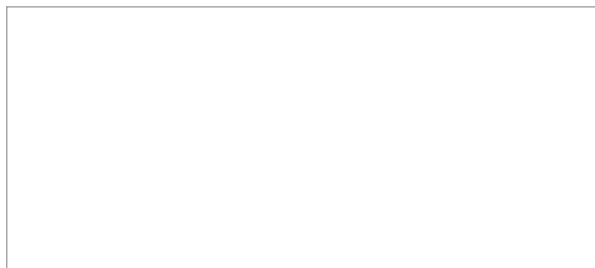
**For every use
the suitable solution.**

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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