



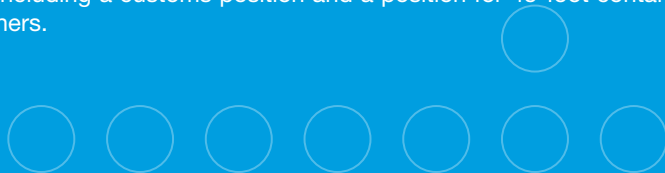
ONE CONTAINER TRAILER FOR ALL TYPES OF CONTAINER.

The D-TEC Combitrailer® is a divisible semi-trailer, specifically suited to the transport of ISO containers, swap bodies and tank containers. The D-TEC Combitrailer® has registration certificates for the semi-trailer as a whole and for only the front section. This unique concept opens up possibilities for new applications for efficient and multifunctional transportation of virtually all common containers, such as 1x20ft, 2x20ft, 1x30ft, 1x40ft and high cube 45ft.

The operating principle of the D-TEC Combitrailer® is based on splitting the Combitrailer between the central twist locks. The front and rear sections are connected by an extending bar. The rear section can be hooked up or unhooked using a locking system. The extending bar can be locked into several positions, including a customs position and a position for 45-foot containers.

ADVANTAGES OF D-TEC COMBITRAILER®:

- Simultaneous loading and unloading of two 20ft containers at loading platforms.
- High useful load capacity due to the low empty weight of 8200 kg.
- Due to the use of lift axles, an optimal weight distribution and hence less risk of overloading.
- Solid trailer due to the use of 11 ton of air suspension in combination with 9 ton axles.
- Multifunctional use: suitable for practically all ISO containers, tank containers and swap bodies.
- Low fuel consumption and low tyre wear due to the use 2 self steering axles (optionally a 3rd is possible).



	WEIGHT BY 80 KM/H: ONLY FIRST CHASSIS, CT-35-02:	
Total trailer weight:	62,0 tonnes	35,0 tonnes
Kingpin:	17,0 tonnes	17,0 tonnes
Axle bogie load:	45,0 tonnes	18,0 tonnes
Standard - empty:	8,2 tonnes	3,8 tonnes
Standard - useful:	44,8 tonnes	31,2 tonnes

CHASSIS

Chassis out of a central box-section main member consisting of two intercoupled parts. The twistlock cross members, in closed box-section design, are welded at the main member. The whole frame has been made from high strength steel. The chassis is extremely torsion-rigid and therefore very stable. Twistlock positions are suitable for 2x20', 1x30' and 1x40' with or without tunnel.

GOOSENECK

Suitable for 4x2 and short (twin steer) 6x2 tractors. (see drawing on the rear side).
Gooseneck section only 120mm thick, through which the trailer is also suitable for high-cube containers.

AXLE BOGIE LOAD

Axles: 2 self steering axle at the front part and 3 rigid axles at the rear part, axles with modern design hubs and automatic slack adjusters.
Suspension: air suspension with raise/lower, the axles at the front part is liftable. The first axle with Axle Load Control from the truck.
Wheels and tyres: Steel disc wheels with tyres 385/65R22,5 160 J, single mounted.

STANDARD ACCESSORIES

Kingpin 2", exchangeable from below.
Manual operated locking of main member parts.
Landing gear, total 2,5 pieces, with oscillating feet and push/pull gear change, special for air suspension.
EC type side guards.
Spray suppression by mudguards.

BRAKE SYSTEM

2 Line air system with Wabco EBS system with RSS (Roll Stability System).
Parking brake by spring brake cylinders.

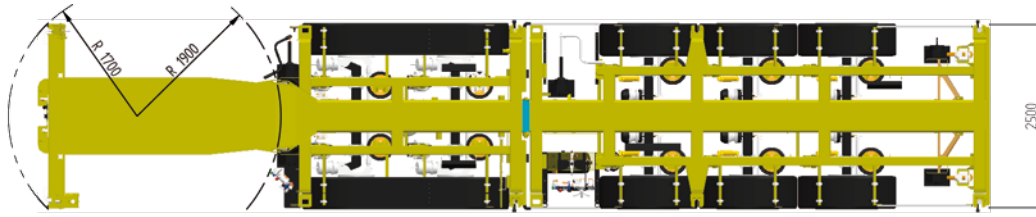
FINISH

The steel frame is grid blasted. After cleaning the chassis will get a coating of 2 component polyurethane paint in a RAL colour at choice. The wheels are coated in silver-grey powder coating (RAL 9006). The landing legs, air tanks and some minor parts are coated in black.

ILLUMINATION

24 Volt ISO N+S including square 7 chamber taillights, license plate lighting, white marker lights at front and amber (LED) side marker lights. EC marker plates at rear.

COMBITRAILER® CT-60-05D



✓ legal
✗ illegal

