








## D-TEC -line container trailer launch.


The D-TEC slogan is: Lift up your profit! D-TEC is geared to selling products that can enable clients to increase their profit margin. With this in mind we have developed a new chassis range, the -line.

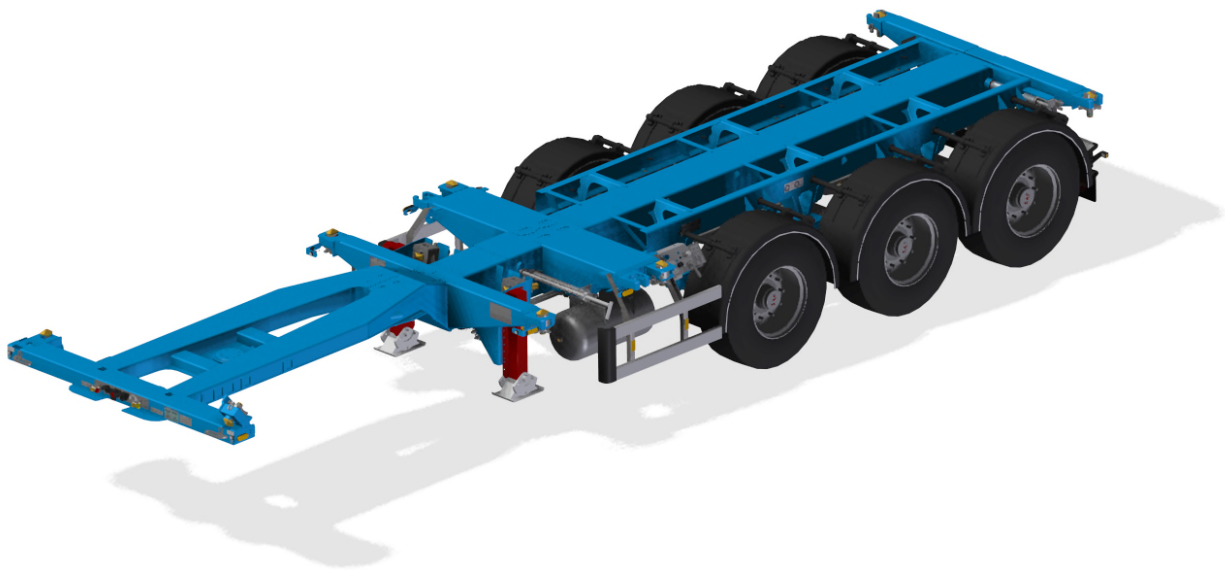
Points of attention in the development were:

- ave costs – save consumption costs.
- olid quality – robust quality.
- imple to use – convenience.
- afety – safety is paramount.
- ight – attractive product presentation.

This is why D-TEC calls the new chassis range the -line.

This -line Flexitrailer LS replaces the current D-TEC Euroflex.

The -line Flexitrailer HD, which is going to replace the current D-TEC Flexitrailer, is expected to be available from late 2012.



### 400 kg lighter!

The **cost savings** are generated in the first instance by the **extremely low deadweight**. With a light weight of approximately 4.6 tons, this Flexitrailer is the lightest multifunctional container trailer. The average European competitor weighs 5.6 tons. With the rule of thumb that a 1000 kg reduction in weight saves 1 litre of fuel per 100 kilometres, it is clear that clients can save around 1500 litres of fuel per year with the D-TEC Flexitrailer S-line. This would seem rather exaggerated. Nevertheless, this figure is based on various studies, including the research carried out by [Nordic Road and Transport Research](#), the [NEA](#) and [Ricardo](#).

## Smart and strong design

Besides fuel savings, the lower weight also generates savings for the user due to the strength of the chassis, which is extremely robust. The operation of the sliding mechanism is simple and purely mechanical. This simple operation means that almost nothing can break.

The **solid, robust quality** is achieved by using high strength steel, a sophisticated design and controlled serial production. During the design phase the entire chassis was analysed with a computer. In order to check and underpin these digital calculations, measurements were also carried out in practice on various D-TEC trailers in cooperation with organisations including HAN Automotive. The chassis design is **smart and strong**.

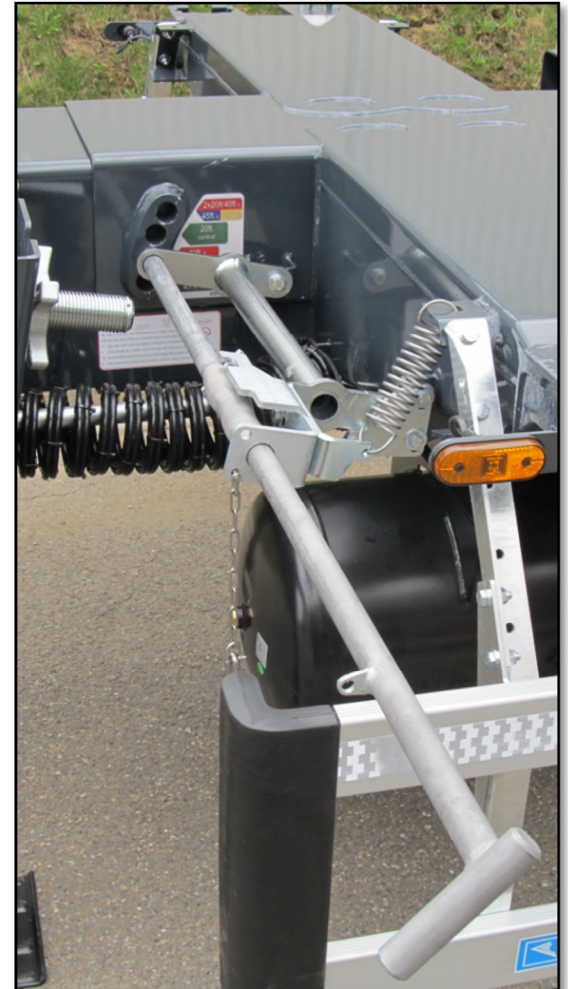
## Improved, innovative operation

The **ease of operation** has improved still further. We paid close attention to the comments made during the user's test in Rotterdam at the end of 2011. Various comments were taken into account in the new design.

The locking at the front has been made "smarter" so that the driver is required to get out once less when adjusting the length.

The extension spindle and locking pin at the rear have now been integrated, so that only one action is required to either slide out or lock the rear section.

In addition, less adjustment is required because the hole pattern (for the wheelbase) has been optimised.





## More fifth wheel pressure with a 20ft container

One of the alterations in these lengths is the slightly longer wheel base for the transportation of a 20ft container on the back of the unextended Flexitrailer. The fifth wheel pressure with a 20ft on the rear has been improved by 10%, and this improves the **safety**. Two wheel base settings are now also possible for 45ft, and this prevents potential overloading of the tractor unit axle when transporting containers of this size.


It is now easy to **secure** your transport. In cooperation with SBS security & safety products it is possible to order a certified container lock that can be fitted to the impact strip on the rear of the D-TEC trailers (also with existing vehicles). Fitting involves drilling just 2 holes in this strip.



## New coating

Since the start of 2012, the D-TEC trailers have been sprayed in the new, in-house D-TEC spray shop. In this spray shop all the trailers are sand-blasted, and then partially or completely zinc coated by means of galvanisation and then given an excellent finishing coating (primer and finishing coat). The layer thickness of the coating is increased, and the extra shine creates a wonderfully attractive appearance.

## Expansion -line

In the course of this year, D-TEC will also add other versions of container trailers to this -line. The current Flexitrailer will be replaced by these versions.

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