

Langendorf launches aluminium half-pipe tipper range at IAA 2016

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A total of five trailers will be presented by Langendorf at the forthcoming IAA trade show in Hanover, Germany. Four of them are on stand E06 in Hall 27 and one Flexliner in the outside exhibition area T13.

Langendorf is marking the occasion of the IAA show by re-introducing aluminium half-pipe tippers on steel chassis into its product range. The new models will be represented by a SKA-HS 24-7.5 tipper, which takes pride of place on its stand – continuing a long tradition in the production of aluminium half-pipe tippers.

The tipper offers a load capacity of nearly 24 m³ with a body height of 1,500 mm. In the model to be displayed, the aluminium half-pipe tipper body is mounted on a **steel chassis**, with an unladen weight of approximately 5,100 kg.

The thickness of the front wall, made of high-strength aluminium, is 6 mm. Steps mounted on the inside as well as on the outside enable an easy access into the tipping compartment. The side walls consist of continuous aluminium with 7 mm thickness, whilst the floor is 10 mm thick throughout and manufactured from HK34 grade aluminium.

Additionally, the entire floor is covered with a 13 mm thick floor of Quicksilver. Quicksilver-liners for tipper bodies were designed for applications where viscous bulk materials, such as hot asphalt, must be transported without losses under extreme conditions and discharged uniformly and without residue.

Even in harsh winter temperatures or extreme summer heat, tippers featuring a Quicksilver-liner can unload sticky, viscous substances faster. They also benefit by having lower maintenance requirements, whilst also lowering the risk of tipping, and placing less wear on the tipping gear. As an additional benefit, they require minimal cleaning effort and offer reduced downtime.

The material also has a very good resistance to abrasion, corrosion and chemicals. A high impact strength at a lower specific gravity than aluminium or steel ensures a longer shelf life than conventional materials.

The tailgate is inclined by 15° and is pendulum suspended at the top. It is locked automatically via two tie rods. A low-pressure front wall press ensures the high tipping angle of more than 52°. A compressed air manometer for weight control, a ladder and brush as well as shovel holder on the control platform complement the trailer's impressive specification.

The trailer also features SAF disc brakes, a lifting axle and automatic lowering when tipping, for maximum safety. RSS (roll stability support) completes the equipment featured on the chassis.

Source: Langendorf