



MEILLER Tipping Semi-Trailer HEAVY CLASSIC



MEILLER Tipping Semi-Trailer

World-renowned for quality – since 1850

Intensive development and design work, continuous testing under the most rigorous conditions and the experience gained in manufacturing thousands of tipping systems are all factors thanks to which MEILLER tippers are so superior.

Correct dimensioning of all components based on experience and the use of high-quality steel give the MEILLER tipping semi-trailer strength and durability. A generous tipping angle, short tipping time and a low overall height are notable features of the trend-setting MEILLER tipper design. The scissors-type stabilizer increases stability during tipping operation.

The high pressure hydraulic system, a well-proven and systematically developed feature, is MEILLER's own design and construction. It is a no-compromise assembly tailor-made precisely to suit the needs of the MEILLER tipping semi-trailer and it ensures a high degree of reliability.

Cylinders of the MEILLER hydraulic rams are nitrided and have an almost unlimited working life.

All steelwork is sandblasted, primer-coated and painted to provide the best possible protection against corrosion and surface damage.



MEILLER HEAVY CLASSIC

Our MEILLER semi-trailer HEAVY CLASSIC is built for use under extreme conditions on major construction sites and heavy duty traffic.

Its strengths are:

- highly reliability under the most demanding climate conditions
- high nominal load
- extreme robustness with little signs of wear
- high load reserves as well as loading volume
- long lifecycle and easy to maintain

Over the years MEILLER quality has proven to be of high standard in daily use.



MEILLER Tipping Semi-Trailer



Interior tailgate. Ideal for finisher use: the 2-axle tipping semi-trailer.

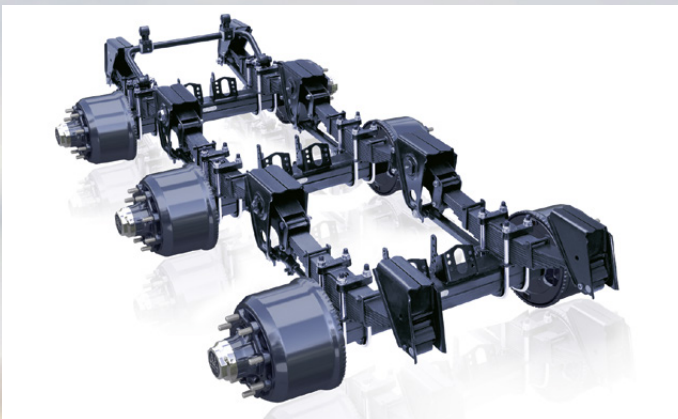


A sturdy **tipper body guide** centres the body after tipping.

Division of tasks – for heavy duty tipping, the spherically mounted **high-pressure hydraulic ram** does not absorb lateral forces. This task is handled by the **scissors-type stabilizer** located at the centre of gravity.

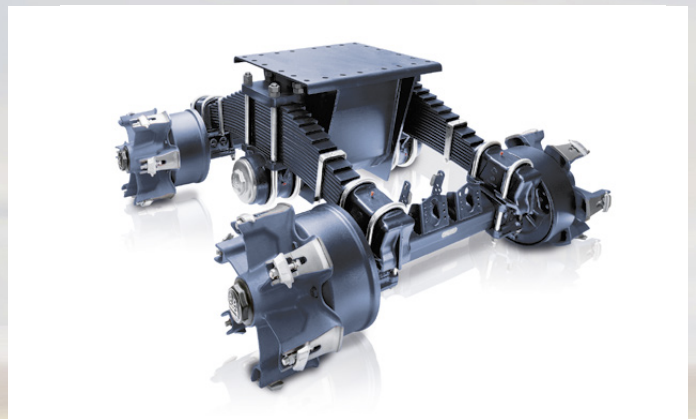
3-axle spring suspension

On- or off-road, in local traffic or on long-distance trips – you can 100% rely on the leaf suspension. Its extreme robustness withstands the most rugged conditions. Thanks to its simple design, they are easy to repair even in regions with poor infrastructure. Axle loads of 14 t and more are no problem for spring suspensions from BPW.



Balance beam unit

The robust and long-lasting multi-leaf suspensions withstand the roughest of conditions. On-road, off-road and on construction sites, in the frozen Arctic or in the tropical jungle – balance beam suspensions from BPW were designed for double axles and the safe transport of freight even under the most difficult conditions.



Options:



Bolted **sparer wheel carrier** for the spare wheel – optionally 1 or 2 wheels under the chassis frame of a 2-axle vehicle.



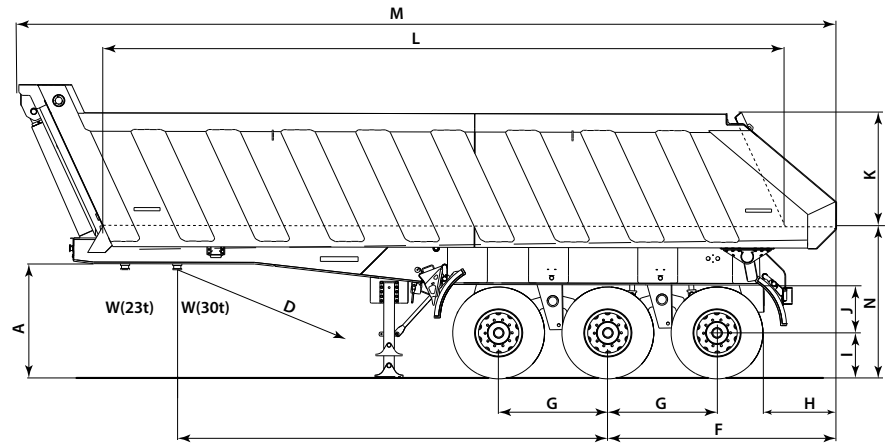
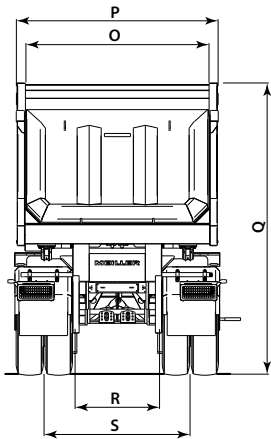
The **continuous mudguard** minimizes soiling and protects the tyres against falling bulk material during loading.



Protection grid for rear lights.



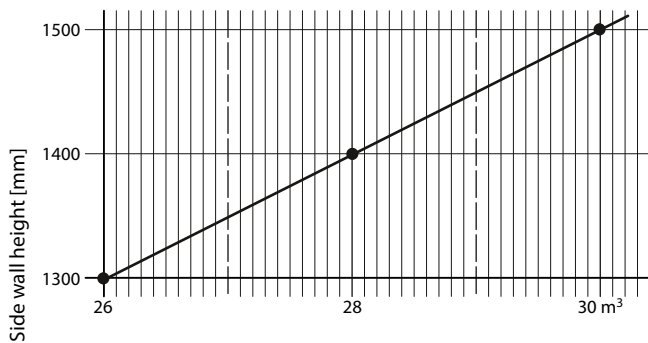
The tipping semi-trailer can be equipped with a **rugged underderride guard** that withstands considerable impacts.



| | | |
|---------------------------|-------------------------|-------------------------|
| Version: | Normal version | |
| Design: | Tween | |
| Model: | MHKS 23/42 NBZS2 | MHKS 30/42 NBZS2 |
| Construction type: | Classic | |
| Tailgate position: | Interior (S2) | |
| Tailgate function: | Top-hinged | |

| Dimensions: | | | |
|--------------------|---|----------------|----------------|
| A | Min. fifth wheel height, unladen/laden (semi-trailer, horizontal) | 1,330/1,310 mm | 1,330/1,310 mm |
| A1 | Max. fifth wheel height, unladen/laden | 1,430/1,410 mm | 1,430/1,410 mm |
| B | Forward clearance zone radius, TB, bottom | 1,265 mm | 1,500 mm |
| C | Forward clearance zone radius, TB, top | 1,775 mm | 2,300 mm |
| D | Backward clearance zone radius as per ISO 1726 | 2,300 mm | 2,300 mm |
| E | Wheelbase | 6,000 mm | 5,350 mm |
| F | Rear overhang | 2,950 mm | 2,950 mm |
| G | Axle base | 2 x 1,360 mm | 2 x 1,360 mm |
| H | Rear overhang for finisher operation | 1,045 mm | 1,045 mm |
| I | Tyre height 315/80 R 22.5 (unladen/laden) | 525/500 mm | 525/500 mm |
| J | Ride height (unladen/laden) | 605/580 mm | 605/580 mm |
| K | Side wall height inside/opening clearance | 1,400 mm | 1,400 mm |
| L | Loading area length, inside | 8,500 mm | 8,500 mm |
| M | Total length | 10,530 mm | 10,530 mm |
| N | Tipping edge approx. (unladen/laden) | 1,815/1,785 mm | 1,815/1,785 mm |
| O | Loading area width, inside | 2,300 mm | 2,300 mm |
| P | Total width | 2,550 mm | 2,550 mm |
| Q | Total height (loading edge) unladen/laden | 3,525/3,475 mm | 3,525/3,475 mm |
| R | Spring track | 900 mm | 900 mm |
| S | Axle track | 1,845 mm | 1,845 mm |
| T | Height when tipped, approx. | 9,625 mm | 9,625 mm |
| U | Tipping angle, approx. | 48° | 48° |

| Weights: | | | |
|-----------------|-------------------------------------|---------------|---------------|
| V | Gross vehicle weight | 65,000 kg | 72,000 kg |
| W | Fifth-wheel load | 23,000 kg | 30,000 kg |
| X | Permissible rear axle load (techn.) | 3 x 14,000 kg | 3 x 14,000 kg |
| Y | Tare weight | 15,300 kg | 15,300 kg |
| Z | Payload | 49,700 kg | 56,700 kg |



Tipper body – Steel Classic:

Tipper body with box-type construction, floor and walls made of wear-resistant fine-grain steel S 380 MC, floor 8 mm thick, closely spaced cross-ribs, with support for scissors-type stabilizer, two stabilizing side members, sloping 6 mm thick front panel and tailgate with rigid members for the front cylinder, shaped tipper body corners between side walls and front panel, 6 mm thick side walls with 10 reinforcements in JET model, with rigid circumferential inwardly inclined upper reinforcement member, interior-tailgate as heavy duty wall, hinge bearings flush with the upper reinforcement member, adjustable tailgate positive action lock with return spring, tipper body mounts of wear-resistant impact-absorbing rubber compound.

Chassis frame:

Welded construction of high-grade fine-grain steel, side members in welded I-construction, MEILLER-specific torsion cross-members, retention plate for mechanical support device, skid plate with 3½-inch conical kingpin for two positions (23 t or 30 t fifth-wheel load) per DIN 74 084, arrangement according to DIN/ISO 1726.

Running gear:

Statically balanced 3-axle spring suspension, manufactured by BPW, type HZFVB 3/14010, technical axle load 3 x 14 t, spring middle 900 mm, axle base 1,360 mm, wheelbase 1,820 mm, drum brake (Ø 420 mm), hub centring, S-cam brake with slack adjuster, brake size SN 4220, asbestos-free brake linings.

Tyres:

12-ply with 315/80 R 22.5 (road and off-road tread) on steel disc wheels (tyre make of our choice).
Rims 8.5 x 22.5 with zero offset 175 mm, hub centring.

Brakes:

Twin-line airbrake system with load sensing valve, spring brake actuator acting on both axles, two exchange-proof coupling heads with integrated line filters, with steel air reservoir, without connecting hoses.

Electrics and lighting:

24 volt, raised five-compartment lamp units with integrated triangular reflector, one-line number plate illumination in LED technology, 15-pin socket, without connection cable.

Hydraulics:

MEILLER five-piston telescopic cylinder, single-line system, hydraulic high-pressure hose, with Argus threaded coupling DN 20, operating pressure 275 bar.

Stabilizer:

Typical MEILLER scissors-type stabilizer to increase stability during tipping.

Accessories:

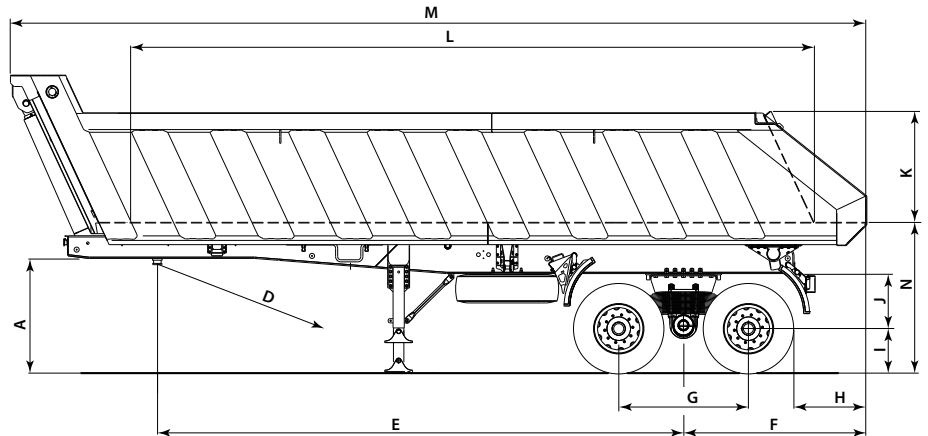
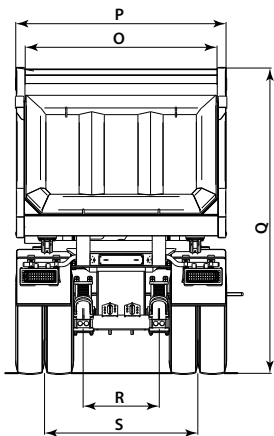
Two plastic wheel chocks with bracket, 1/4-shell plastic mudguards.

Paint finish:

Chassis and tipper body with environment-friendly, low-solvent 2-component two-coat water-based paint finish with optional shade for each component (according to RAL standard), white aluminium rims, black-grey add-on parts.

Special equipment:

- Protection grid for rear lights
- Tyres 13 R 22.5 / 12.00 R 20 / 12.00 R 24
- ABS-VCS
- Tipper body floor 10 mm BS 38
- Tipper body floor 8 mm HB 400
- Tipper body floor 10 mm HB 400
- Tipper body side walls 8 mm BS 38
- Tipper body side walls 6 HB 400
- Tipper body side walls 8 HB 400
- Spare wheel
- Spare wheel carrier
- Suspension for hydraulics connecting hoses
- Telescopic landing gears



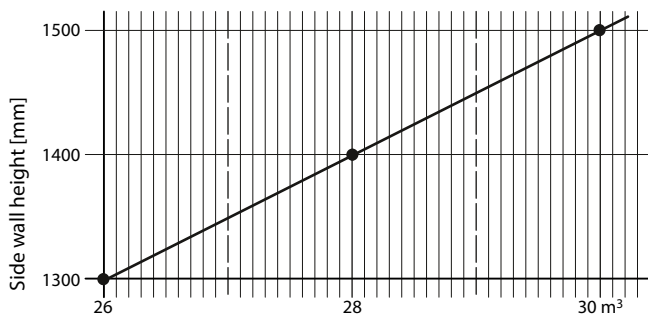
| | |
|---------------------------|-------------------------|
| Version: | Normal version |
| Design: | Tween |
| Model: | MHKS 23/28 NBZS2 |
| Construction type: | Classic |
| Tailgate position: | Interior (S2) |
| Tailgate function: | Top-hinged |

Dimensions:

| | | |
|-----------|---|----------------|
| A | Min. fifth wheel height, unladen/laden (semi-trailer, horizontal) | 1,360/1,300 mm |
| A1 | Max. fifth wheel height, unladen/laden | 1,470/1,410 mm |
| B | Forward clearance zone radius, TB, bottom | 1,390 mm |
| C | Forward clearance zone radius, TB, top | 2,400 mm |
| D | Backward clearance zone radius as per ISO 1726 | 2,300 mm |
| E | Wheelbase | 6,255 mm |
| F | Rear overhang | 2,950 mm |
| G | Axle base | 1,500 mm |
| H | Rear overhang for finisher operation | 942 mm |
| I | Tyre height 315/80 R 22.5 (unladen/laden) | 525/500 mm |
| J | Ride height (unladen/laden) | 640/605 mm |
| K | Side wall height inside/opening clearance | 1,400 mm |
| L | Loading area length, inside | 8,500 mm |
| M | Total length | 10,530 mm |
| N | Tipping edge approx. (unladen/laden) | 1,790/1,730 mm |
| O | Loading area width, inside | 2,300 mm |
| P | Total width | 2,550 mm |
| Q | Total height (loading edge) unladen/laden | 3,540/3,505 mm |
| R | Spring track | 900 mm |
| S | Axle track | 1,820 mm |
| T | Height when tipped, approx. | 9,840 mm |
| U | Tipping angle, approx. | 48° |

Weights:

| | | |
|----------|-------------------------------------|---------------|
| V | Gross vehicle weight | 51,000 kg |
| W | Fifth-wheel load | 23,000 kg |
| X | Permissible rear axle load (techn.) | 2 x 14,000 kg |
| Y | Tare weight | 12,060 kg |
| Z | Payload | 38,940 kg |



Tipper body – Steel Classic:

Tipper body with box-type construction, floor and walls made of wear-resistant fine-grain steel S 380 MC, floor 8 mm thick, closely spaced cross-ribs, with support for scissors-type stabilizer, two stabilizing side members, sloping 6 mm thick front panel and tailgate with rigid members for the front cylinder, shaped tipper body corners between side walls and front panel, 6 mm thick side walls with 10 reinforcements in JET model, with rigid circumferential inwardly inclined upper reinforcement member, interior tailgate as heavy duty wall, hinge bearings flush with the upper reinforcement member, adjustable tailgate positive action lock with return spring, tipper body mounts of wear-resistant impact-absorbing rubber compound.

Chassis frame:

Welded construction of high-grade fine-grain steel, side members in welded I-construction, MEILLER-specific torsion cross-members, retention plate for mechanical support device, skid plate with 3½-inch conical kingpin as per DIN 74 084, arrangement according to DIN/ISO 1726.

Running gear:

Balance beam unit, technical axle load 2 x 14 t, manufactured by BPW, type HZFW 2/14010, spring middle 900 mm, axle base 1,500 mm, wheelbase 1,820 mm, drum brake (Ø 420 mm), with high supporting block, hub centring, S-cam brake with slack adjuster, brake size SN 4220, asbestos-free brake linings.

Tyres:

8-ply with 315/80 R 22.5 (road and off-road tread) on steel disc wheels (tyre make of our choice).

Rims 8.5 x 22.5 with zero offset 175 mm, hub centring.

Brakes:

Twin-line airbrake system with load sensing valve, spring brake actuator acting on both axles, two exchange-proof coupling heads with integrated line filters, with steel air reservoir, without connecting hoses.

Electrics and lighting:

24 volt, raised five-compartment lamp units with integrated triangular reflector, one-line number plate illumination in LED technology, 15-pin socket, without connection cable.

Hydraulics:

MEILLER five-piston telescopic cylinder, single-line system, hydraulic high-pressure hose, with Argus threaded coupling DN 20, operating pressure 275 bar.

Stabilizer:

Typical MEILLER scissors-type stabilizer to increase stability during tipping.

Accessories:

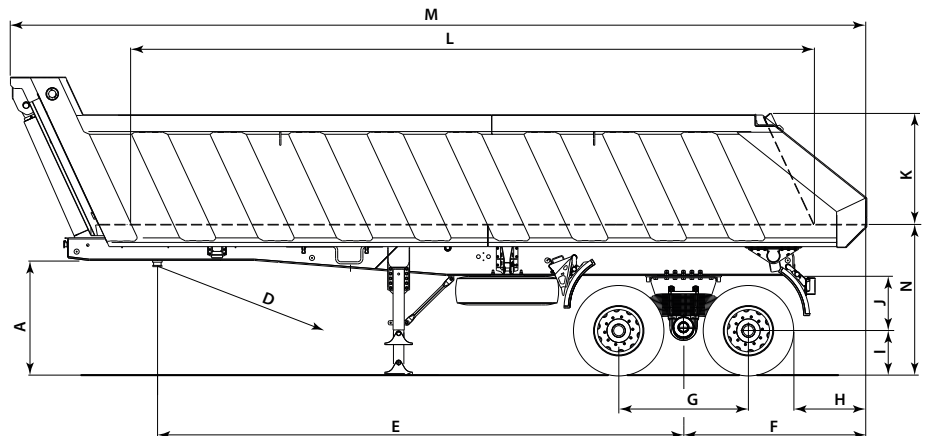
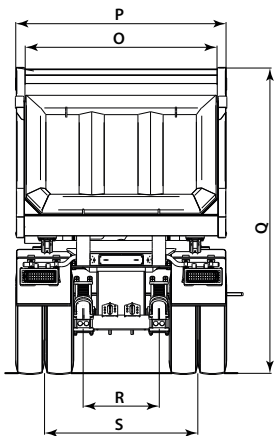
Two plastic wheel chocks with bracket, 1/4-shell plastic mudguards.

Paint finish:

Chassis and tipper body with environment-friendly, low-solvent 2-component two-coat water-based paint finish with optional shade for each component (according to RAL standard), white aluminium rims, black-grey add-on parts.

Special equipment:

- Protection grid for rear lights
- Tyres 13 R 22.5 / 12.00 R 20 / 12.00 R 24
- ABS-VCS
- Tipper body floor 10 mm BS 38
- Tipper body floor 8 mm HB 400
- Tipper body floor 10 mm HB 400
- Tipper body side walls 8 mm BS 38
- Tipper body side walls 6 HB 400
- Tipper body side walls 8 HB 400
- Spare wheel
- Spare wheel carrier
- Suspension for hydraulics connecting hoses
- Telescopic landing gears



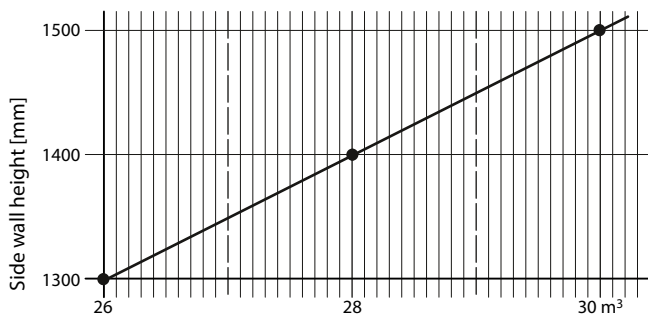
| | |
|---------------------------|-------------------------|
| Version: | Normal version |
| Design: | Tween |
| Model: | MHKS 28/32 NBZS2 |
| Construction type: | Classic |
| Tailgate position: | Interior (S2) |
| Tailgate function: | Top-hinged |

Dimensions:

| | | |
|-----------|---|----------------|
| A | Min. fifth wheel height, unladen/laden (semi-trailer, horizontal) | 1,425/1,370 mm |
| A1 | Max. fifth wheel height, unladen/laden | 1,540/1,490 mm |
| B | Forward clearance zone radius, TB, bottom | 1,390 mm |
| C | Forward clearance zone radius, TB, top | 2,400 mm |
| D | Backward clearance zone radius as per ISO 1726 | 2,300 mm |
| E | Wheelbase | 6,255 mm |
| F | Rear overhang | 2,950 mm |
| G | Axle base | 1,550 mm |
| H | Rear overhang for finisher operation | 917 mm |
| I | Tyre height 12.00 R 24 (unladen/laden) | 590/566 mm |
| J | Ride height (unladen/laden) | 636/610 mm |
| K | Side wall height inside/opening clearance | 1,400 mm |
| L | Loading area length, inside | 8,500 mm |
| M | Total length | 10,530 mm |
| N | Tipping edge approx. (unladen/laden) | 1,860/1,810 mm |
| O | Loading area width, inside | 2,300 mm |
| P | Total width | 2,550 mm |
| Q | Total height (loading edge) unladen/laden | 3,600/3,550 mm |
| R | Spring track | 900 mm |
| S | Axle track | 1,820 mm |
| T | Height when tipped, approx. | 9,900 mm |
| U | Tipping angle, approx. | 48° |

Weights:

| | | |
|----------|-------------------------------------|---------------|
| V | Gross vehicle weight | 60,000 kg |
| W | Fifth-wheel load | 28,000 kg |
| X | Permissible rear axle load (techn.) | 2 x 16,000 kg |
| Y | Tare weight | 12,360 kg |
| Z | Payload | 47,640 kg |



Tipper body – Steel Classic:

Tipper body with box-type construction, floor and walls made of wear-resistant fine-grain steel S 380 MC, floor 8 mm thick, closely spaced cross-ribs, with support for scissors-type stabilizer, two stabilizing side members, sloping 6 mm thick front panel and tailgate with rigid members for the front cylinder, shaped tipper body corners between side walls and front panel, 6 mm thick side walls with 10 reinforcements in JET model, with rigid circumferential inwardly inclined upper reinforcement member, inboard tailgate as heavy duty wall, hinge bearings flush with the upper reinforcement member, adjustable tailgate positive action lock with return spring, tipper body mounts of wear-resistant impact-absorbing rubber compound.

Chassis frame:

Welded construction of high-grade fine-grain steel, side members in welded I-construction, MEILLER-specific torsion cross-members, retention plate for mechanical support device, skid plate with 3½-inch conical kingpin as per DIN 74 084, arrangement according to DIN/ISO 1726.

Running gear:

Balance beam unit, technical axle load 2 x 14 t, manufactured by BPW, type HZFW 2/14010, spring middle 900 mm, axle base 1,500 mm, wheelbase 1,820 mm, drum brake (Ø 420 mm), with high supporting block, hub centring, S-cam brake with slack adjuster, brake size SN 4220, asbestos-free brake linings.

Tyres:

8-ply with 12.00 R 24 (road and off-road tread) on steel disc wheels (tyre make of our choice).

Rims 8.5 x 22.5 with zero offset 175 mm, hub centring.

Brakes:

Twin-line airbrake system with load sensing valve, spring brake actuator acting on both axles, two exchange-proof coupling heads with integrated line filters, with steel air reservoir, without connecting hoses.

Electrics and lighting:

24 volt, raised five-compartment lamp units with integrated triangular reflector, one-line number plate illumination in LED technology, 15-pin socket, without connection cable.

Hydraulics:

MEILLER five-piston telescopic cylinder, single-line system, hydraulic high-pressure hose, with Argus threaded coupling DN 20, operating pressure 275 bar.

Stabilizer:

Typical MEILLER scissors-type stabilizer to increase stability during tipping.

Accessories:

Two plastic wheel chocks with bracket, 1/4-shell plastic mudguards.

Paint finish:

Chassis and tipper body with environment-friendly, low-solvent 2-component two-coat water-based paint finish with optional shade for each component (according to RAL standard), white aluminium rims, black-grey add-on parts.

Special equipment:

- Protection grid for rear lights
- Tyres 13 R 22.5 / 12.00 R 20
- ABS-VCS
- Tipper body floor 10 mm BS 38
- Tipper body floor 8 mm HB 400
- Tipper body floor 10 mm HB 400
- Tipper body side walls 8 mm BS 38
- Tipper body side walls 6 HB 400
- Tipper body side walls 8 HB 400
- Spare wheel
- Spare wheel carrier
- Suspension for hydraulics connecting hoses
- Telescopic landing gears

MEILLER Tipping Semi-Trailer

Globally active

MEILLER products are valued all over the world. Our numerous company sites perfectly express these aspirations. Wherever commercial vehicle manufacturers are active, we ensure that we are close at hand and ready to offer rapid support.

Our commitment is not only evident in our first-class products, but also in our outstanding MEILLER after-sales service. The mobile customer service team and over 400 customer service locations are expertly qualified to rapidly assist you with your service needs.

The requirements of our customers have always been a determining factor of our company policy.

