

Monocoque tipping trailer concept Transport earth, not steel!

For several years already, **JOSKIN** has not skimped on the quality of the steel used in its production units:

- best steel quality/weight ratio
- higher tensile limit and ultimate stress
- longer life span, which directly results from a higher resistance to deformation, abrasion and scratching
- outstanding resistance to impact
- light and easy to pull machines, leading to fuel savings



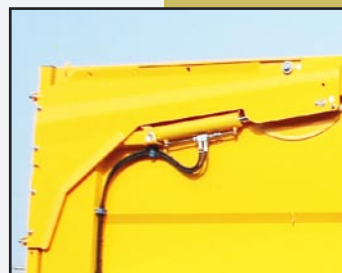
This rationalized production allows to design the tipping trailers differently, as the shape and geometry of the bodies have been completely thought out again in order to make the steel work optimally. As a result, the lateral reinforcing posts and the cross-pieces under the body are now limited, or even useless. The empty weight of the **JOSKIN** trailers is significantly lower.

More than ever, **JOSKIN** requires the upper strip to play the part it has been designed for: ensuring the side stiffness of the **JOSKIN** monocoque bodies.

The bodies of the **JOSKIN** tipping trailers are still tapered and the side edges are still smoothed off by successive folds, thereby keeping the tipping operation smooth and quick. Moreover, the body structure is still based on two large girders.

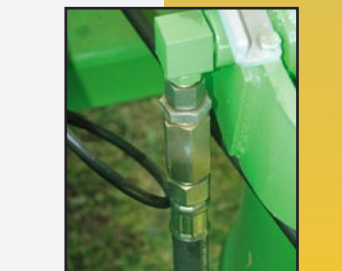
Doors

The compact design of the door arms and their stiff assembly effectively protect the opening cylinders and prevent them from catching. The new generation of tipping trailers is still characterized by an outstanding watertightness, a quick opening and an amazing rear door clearance.



Tipping

The body is tipped by a telescopic cylinder with large diameter designed to offer a maximum tipping angle. The tipping cylinder is set on the front part of the chassis - traditional specification of the **JOSKIN** tipping trailers - and therefore stands for a high tipping ease and stability. This cylinder is fixed to a double oscillating frame fitted with greased bearings, which protects the cylinder in case of lateral strains on the body. A safety valve prevents the body from falling accidentally.



Hitching suspension

According to the model, the hitching suspension with parabolic cross-springs is still part of the standard equipment of the **JOSKIN** monocoque tipping trailers.

A hydropneumatic suspension is available in option.

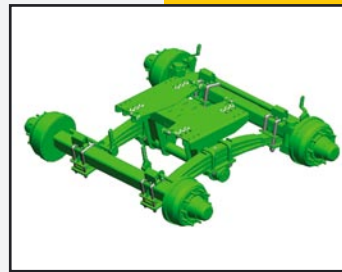
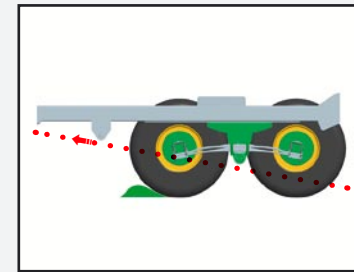


JOSKIN Roll-Over boggie

Owing to its upward thrust line and its 24 cm clearance, the **JOSKIN** Roll-Over boggie ensures an incredible pulling ease. The wheels are literally pushed over the obstacles.

The parabolic leaves of the **JOSKIN** Roll-Over boggie offer a fool-proof suspension.

The **JOSKIN** Hydro-Tandem or Hydro-Pendul suspension remains available in option.



JOSKIN

Complete range



Trans-EX
from 2 to 9 m³



Trans-KTP
from 5 to 10 m³



Trans-KTP
from 11 to 14 m³



Trans-CAP
from 10 to 33 m³



Trans-CAP
from 10 to 33 m³



Trans-SPACE
from 18 to 46 m³



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TRANS- TIPPING TRAILER PROGRAMME

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39 MODELS**

**Volume from
2 to 46 m³**

JOSKIN

Strength of Experience

THE **JOSKIN** TIPPING TRAILERS, A UNIQUE CONCEPT!

Adapted high tensile steel

The **JOSKIN** tipping trailers are completely made of high tensile steel. The constant search for the best steel quality/weight ratio has led to a significant but progressive decrease in the empty weight of the **JOSKIN** machines while increasing their sturdiness, thereby making it possible to transport a higher payload.

The following table aims at comparing the general specifications of the steel types used by **JOSKIN**.

Specifications of the steel types used by JOSKIN / traditional steel		
Steel type	Tensile limit (kg/mm ²)	Limit of rupture (kg/mm ²)
S235 or St 37-2 (traditional steel)	23.5	40
S355 or St 52-3 (traditional steel)	35.5	48
S420 (Joskin high tensile steel)	42	55
S550 (Joskin high tensile steel)	55	61
S690 (Joskin high tensile steel)	69	75
HARDOX 450 (KTP HARDOX)	120	140

Side and bottom walls without welds

In order to preserve the outstanding resistance and tensility of the steel types selected by **JOSKIN**, the side reinforcing posts and the cross-pieces under the body are now limited, or even useless. This high-tech fabrication concept inevitably goes along with significant investments in production tools able to handle the necessary steel plates: 8 m laser cutting tables, 8,2 m folding press with digital control, automatic folding angle correction device (making sure the steel plate is evenly folded on the whole length), 8 m welding robot, ...



Turning machine with digital control



Welding robot



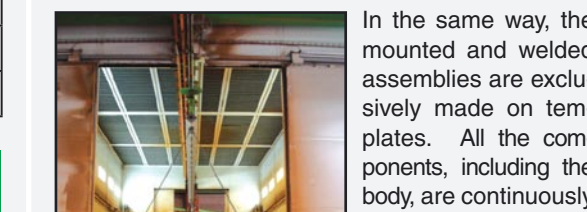
Folding machine with digital control



Laser cutting table

Careful fabrication

The **JOSKIN** tipping trailers are manufactured in accordance with the **JOSKIN** production philosophy. Many automated tools ensure a never-ending precision: turning and topping machines, saws, machining centre, lasers, folding machines, welding robots, ...



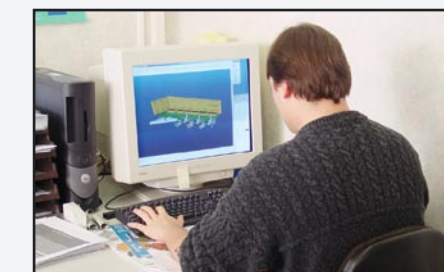
In the same way, the mounted and welded assemblies are exclusively made on templates. All the components, including the body, are continuously



welded. Much attention is also devoted to the surface treatment: the matter is first cleaned by shot-blasting (2500 kg of metal balls projected per minute) before applying an Ester Epoxy primer coat and a 2-component finishing paint. As part of the process, the paint is then dried at 60°C.

Computer design/development

The **JOSKIN** tipping trailers are completely computer-designed by means of 3D-engineering softwares. Before the first prototype is produced, the development team can already visualize its creation, simulate all the movements and correct the possible mistakes. From the very beginning of the project, the design is linked to the SAP global management programme: the designers directly integrate the new parts lists to the central configurator. As a result, the new concept immediately comes within the continuous development process. This integrated architecture allows to standardize the production as much as possible and to rationalize the components, leading to a higher manufacturing precision and production flexibility.



Individualized parts book

The most obvious expression of the computer-aided management of the integrated **JOSKIN** production is the individualized parts book **JOSKIN** delivers with each vehicle. This book includes the drawings and references of the components mounted on your vehicle, with the exclusion of any other part. In this way, many mistakes can be avoided when ordering spare parts - even years later.



JOSKIN Trans-EX from 2 to 9 m³

A multifunctional, strong and compact tipping trailer!

The **JOSKIN** Trans-EX tipping trailer is fitted with a body the user can easily modify (floor and 40 cm, 60 cm or 80 cm sides) in order to load products of any kind.

The 3-side tipping system (in option) makes the **JOSKIN** Trans-EX tipping trailers further multifunctional.

Some standard features

- Bottom: 4 mm Racks: 2.5 mm
- Sides: closed profiles
- Fully removable racks
- 1-part rear door (60 cm)
- Oil fed tipping

Some options

- 2-part rear door (height: 800 mm)
- Extensions: 20 or 40 cm
- 3-side tipping system
- Roll-Over boggie
- Tipping by P.T.O.-driven auxiliary pump



Type	Dimensions (mm) ⁽¹⁾			Floor height *	Loading capacity	Empty weight	Axle: □ - track - studs	Wheels	Brakes
	Length	Width	Height						
3T	2860	1690	400	922 mm	3000 kg	900 kg	60x1500-6S	10.0/75-15.3 PR10	mechanical
4T	3380	1690	400	1020 mm	4000 kg	1000 kg	60x1500-6S	11.5/80-15.3 PR10	mechanical
5T	3900	1690	400	1097 mm	5000 kg	1140 kg	70x1500-6S	13.0/75-16 PR10	hydraulic
6T	4160	1990	400	1195 mm	6000 kg	1360 kg	80x1700-8S	400R22.5	hydraulic

⁽¹⁾ Inner body dimensions - * Height with standard wheels (adjustable axle supports)

JOSKIN Trans-KTP from 11 to 14 m³

Transport earth, not steel!



JOSKIN markets a construction trailer meeting the requirements of all professionals. The body of the new generation of **JOSKIN** Trans-KTP tipping trailers is a real breakthrough: it is completely made of HARDOX steel with a very high tensile limit. The **JOSKIN** Trans-KTP tipping trailer is lighter but stronger than ever and its performance is unmatched in harsh working conditions.



Some standard features

- Tapered monocoque body, completely made of 6 mm HARDOX 450
- Hydraulic 1-part rear door, completely made of 6 mm HARDOX 450
- Bolted **JOSKIN** Cross-Over boggie with parabolic leaves on 22/50 and 27/55
- Hydro-Tridem: hydraulic axle suspension (clearance: 25 cm) on 27/65
- Double self steering system (first and last axle) on 27/65
- Bolted swivel eyelet
- Hydraulic skid (D.A.) with direct connection
- Oil fed tipping on 22/50 and 27/55

Some options

- Galvanized headboard
- Stackable ALU extensions: 25 or 50 cm
- Hydro-Pendul: hydraulic axle suspension (with knee-joint) on 22/50 and 27/55
- Hydropneumatic drawbar
- Tipping stabilizer
- Tipping by industrial hydraulic pump (150 l/min - 1000 rpm) with electric control on 22/50 and 27/55 (standard on 27/65)
- Road axles (□ 150 mm, 410 x 180 mm brakes)
- Maximum volume with extensions: 29 m³

Type	Inner body dimensions (m)					DIN volume (m ³)	Axle: □ - track - studs	Brakes (mm)	Cylinder (L)	Pay load on site
	Length under	Length above	Width front	Width rear	Height					
22/50 ⁽¹⁾	5.06	5.28	2.18	2.26	0.95	10.9	2x140x2000-10S	406 x 140	36	22 T
27/55 ⁽¹⁾	5.54	5.75	2.18	2.26	0.95	11.9	2x150x2000-10S	410 x 180	45	27 T
27/65TRM ⁽¹⁾	6.49	6.70	2.18	2.26	0.95	13.9	3x150x2100-10S	410 x 180	66	27 T

⁽¹⁾ The first 2 figures refer to the carrying capacity in tons and the next 2 ones to the length of the body.

JOSKIN Trans-CAP from 10 to 33 m³

A compact monocoque tipping trailer in accordance with the **JOSKIN** quality standards and designed for various farming works



Transport evolution...

The new **JOSKIN** Trans-CAP and Trans-SPACE agricultural tipping trailers embody the new generation of monocoque tipping trailers completely made of high tensile steel. The elastic limit of these steel types is so high that the reinforcements are now less important. Because of their higher capacity and side height, the Trans-SPACE tipping trailers keep a lateral reinforcing post prolonged by a cross-piece under the body. When judiciously placed, they support the different strains a monocoque tipping trailer is generally subjected to. This is also the reason why there is a reinforcement very close to the tipping cylinder. Thanks to this new fabrication concept, the empty weight of this new generation of agricultural tipping trailers is significantly lower and therefore allows to transport still higher pay loads.

This new way of thinking "Transport pay load, not steel!" is already justified, as the transport speeds keep increasing and the maximum permissible loads are more and more limited. As there is no lateral reinforcement anymore, the total height of the new **JOSKIN** Trans-CAP and Trans-SPACE is reduced by more or less 5 cm, which further improves the stability of our tipping trailers while driving on the road or in the fields and mainly while tipping.

Some standard features

- Tapered monocoque body in 4 mm high tensile steel
- Hydraulic 1-part rear door with 500 x 500 mm central grain chute
- Upper body strip
- 4 front sight windows with perspex closing plate (on 1.25 m body)
- Bolted **JOSKIN** Roll-Over boggie with parabolic leaves on BC models
- Drawbar with cross-springs
- Bolted fixed eyelet
- Oil fed tipping

Some options

- Rear self or free steering axle
- Stackable ALU extensions: 25 or 50 cm
- Tipping by hydraulic pump (57, 70, 85 or 150 l/min)
- Tipping stabilizer
- High tipping
- Cover

Type	Off-road payload	Inner body dimensions (m)					DIN volume (m ³)	Axle: □ - track - studs	Brakes (mm)	Cylinder (L)
		Length under	Length above	Width front	Width rear	Height				
4500/10C100 ⁽¹⁾	8 T	4.49	4.72	2.18	2.26	1.00	10.2	90x1900-8S	350 x 90	16
5000/11C100 ⁽¹⁾	10 T	4.97	5.19	2.18	2.26	1.00	11.2	100x2000-10S	400 x 80	19
5000/14C125 ⁽¹⁾	10 T	4.97	5.25	2.18	2.26	1.25	14.1	130x2000-10S	406 x 120	19
5000/11BC100 ⁽¹⁾	10 T	4.97	5.19	2.18	2.26	1.00	11.2	2x90x1900-8S	350 x 60	19
5000/14BC125 ⁽¹⁾	10 T	4.97	5.25	2.18	2.26	1.25	14.1	2x90x1900-8S	350 x 60	19
5500/12BC100 ⁽¹⁾	12 T	5.44	5.67	2.18	2.26	1.00	12.3	2x90x1900-8S	350 x 60	26
5500/15BC125 ⁽¹⁾	12 T	5.44	5.72	2.18	2.26	1.25	15.5	2x90x1900-8S	350 x 60	26
6000/13BC100 ⁽¹⁾	14 T	5.92	6.14	2.18	2.26	1.00	13.3	2x100x2000-10S	400 x 80	32
6000/17BC125 ⁽¹⁾	14 T	5.92	6.20	2.18	2.26	1.25	16.8	2x100x2000-10S	400 x 80	32
6500/18BC125 ⁽¹⁾	16 T	6.39	6.67	2.18	2.26	1.25	18.1	2x130x2000-10S	406 x 120	36

⁽¹⁾ The first 4 figures refer to the average length, the next 2 ones to the DIN volume without extensions and the last 3 ones to the height of the monocoque body.

JOSKIN Trans-SPACE from 18 to 46 m³

A high-capacity monocoque tipping trailer designed to get a maximum resistance, thereby meeting the requirements of intensive users and contractors



Some standard features

- Tapered monocoque body in 4 mm high tensile steel
- Bottom in 4 mm HARDOX 450
- Hydraulic 1-part rear door with 500 x 500 mm central grain chute
- Upper body strip
- 4 front sight windows with perspex closing plate
- Bolted **JOSKIN** Roll-Over boggie with parabolic leaves on BC models
- Hydro-Tridem: hydraulic axle suspension (clearance: 25 cm) on TRC models
- Hydraulic skid (D.A.) with direct connection
- Oil fed tipping

Some options

- Hydro-Tandem: hydraulic axle suspension
- Rear self or free steering axle
- Stackable ALU extensions: 25 or 50 cm
- Tipping stabilizer
- Tipping by hydraulic pump (57, 70, 85 or 150 l/min)
- Hydropneumatic drawbar
- Road axles (□ 150 mm, 410 x 180 mm brakes)
- Cover

Type	Off-road payload	Inner body dimensions (m)					DIN volume (m ³)	Axle: □ - track - studs	Brakes (mm)	Cylinder (L)
		Length under	Length above	Width front	Width rear	Height				
6500/18BC125 ⁽¹⁾	16 T	6.39	6.67	2.18	2.26	1.25	18.1	2x1300x2000-10S	406 x 120	48
6500/22BC150 ⁽¹⁾	16 T	6.39	6.73	2.18	2.26	1.50	21.9	2x1300x2000-10S	406 x 120	48
7000/19BC125 ⁽¹⁾	18 T	6.87	7.15	2.18	2.26	1.25	19.4	2x1300x2000-10S	406 x 120	65
7000/23BC150 ⁽¹⁾	18 T	6.87	7.20	2.18	2.26	1.50	23.5	2x1300x2000-10S	406 x 120	65
7500/21BC125 ⁽¹⁾	20 T	7.34	7.62	2.18	2.26	1.25	20.7	2x1300x2000-10S	406 x 120	65
7500/25BC150 ⁽¹⁾	20 T	7.34	7.68	2.18	2.26	1.50	25.1	2x1300x2000-10S	406 x 120	65
7500/21TRC125 ⁽¹⁾	22 T	7.34	7.62	2.18	2.26	1.25	20.7	3x1300x2000-10S	406 x 120	68
7500/25TRC150 ⁽¹⁾	22 T	7.34	7.68	2.18	2.26	1.50	25.1	3x1300x2000-10S	406 x 120	68
8000/22TRC125 ⁽¹⁾	24 T	8.08	8.36	2.18	2.26	1.25	22.7	3x1300x2000-10S	406 x 120	68
8000/27TRC150 ⁽¹⁾	24 T	8.08	8.41	2.18	2.26	1.50	27.4	3x1300x2000-10S	406 x 120	68

⁽¹⁾ The first 4 figures refer to the average length, the next 2 ones to the DIN volume without extensions and the last 3 ones to the height of the monocoque body.

JOSKIN Trans-KTP from 5 to 10 m³

Transport earth, not steel!



The **JOSKIN** Trans-KTP 9/45 and 11/45 construction trailers are the "low-capacity" models of the **JOSKIN** heavy duty range. They are smaller than the Trans-KTP 22/50, 27/55 and 27/65 versions but they benefit from the same design and manufacturing quality, which is taken for granted or construction sites.

The body of the new **JOSKIN** Trans-KTP tipping trailer is completely made of 4 mm HARDOX 450. This steel type has very interesting tensile properties, as it takes its initial shape back after deformation. Compared to traditional steel, its tensile limit is 5 times higher.

Some standard features

- Tapered monocoque body, completely made of 4 mm HARDOX 450
- 2-part hydraulic rear door
- Bolted **JOSKIN** Roll-Over boggie with parabolic leaves on 11 T
- D.A. hydraulic skid built in the drawbar
- Body pre-equipment for loading ramps
- Oil fed tipping

Some options

- Galvanized headboard
- Not stackable ALU extensions: 25 or 50 cm
- Tipping by hydraulic pump
- Loading ramp

Type	Dimensions (m)					DIN volume (m ³)	Pay load on site	Axle: □ - track - studs	Brakes (mm)	Cylinder (L)
	Length under	Length above	Width front	Width back	Height					
9/45 ⁽¹⁾	4.49	4.60	2.18	2.26	0.50	5.10	9 T	130x2000-10S	406 x 120	19
11/45 ⁽¹⁾	4.49	4.60	2.18	2.26	0.50	5.10	11 T	2x90x1900-8S	350 x 60	19

⁽¹⁾ The first 2 figures refer to the carrying capacity in tons and the next 2 ones to the length of the body.