

Vehicle special transport truck-trailer

Completely galvanized

The vehicle special transport truck-trailer is used to **transport heavy vehicles** such as tractors, agricultural machinery of all kinds, trucks, but also all types of automobiles. **Body and trailer are completely galvanized.**



This truck-trailer is available in two basic designs:

1. Flatbed-type „Flatliner“

The flatliner consists of a **completely galvanized fixed bed body** with under-mounted pin coupling and an air-suspended **completely galvanized central axle trailer** with hydraulically raiseable forepart and hydraulically lowerable rear part. At the forepart of the trailer there are two transport extensions, which can be manually extended by about 1.15 m. In the rear, the trailer can be extended hydraulically by 1.5 m. The rear part of the trailer can be lowered for loading and be cruised directly via a couple of sturdy drive-on keys. The payload of the body is approx. 8 to 9 t depending on the truck chassis. The payload of the trailer is approximately 11.5 t, depending on the equipment.

2. Twin deck-type „Batchliner“

The batchliner consists of a **completely galvanized twin deck body** and an air-suspended **completely galvanized central axle trailer**. The body in this version has an upper cargo deck which can be lowered resp. raised hydraulically in front and behind. It can be arrested in several positions. On the top cargo deck are two extensions in the rear which can be pulled out by 1.4 m manually. The forepart of the trailer can be set up hydraulically facing the engine. When set up, the platform can also be slewed hydraulically and extended manually in the rear. Integrated in the lowerable rear part of the trailer there are a couple of piling ramps, which can be raised hydraulically. In front of the piling ramps there are a couple of transport extensions, which can be pulled out when the ramps are raised. The payload of the body is approx. 7 t depending on the truck chassis. The payload of the trailer is approximately 11.5 t, depending on the equipment.

The body can be mounted on to any suitable truck chassis of your choice with a gross vehicle weight of 18 t and a wheel base of approximately 5.4 m. The length of the cargo area is approximately 7.7 m. The trailer has a gross vehicle weight of 18 t. The length of the cargo area is 8.7 m plus rear extension 1.5m. The outside width of the truck-trailer is 2.55 m.



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Distance between body and trailer is 60 cm and is bridged with two special-purpose semi-circular interlocking plates which need not be removed during the journey and which can be directly cruised when loading.

Technical data:

Body substructure: Consists of two side members **in accordance with the bodybuilder guidelines** of the truck manufacturer and sufficiently solid cross members. The punched sheet tracks are additionally supported with Z-profiles lengthwise.

Trailer chassis frame: Is made of robust H-beams with high tensile strength and welded on cross members.

Trailer axles: **A couple of 9 t – flat bed axles with maintenance-free SKF compact bearings.**
Axle - base 1300mm.

Suspension: **Air suspension** with lifting and lowering.

Tyres: 235/75 R 17.5 143/141 J twin

Brakes: EG – EBS - air brakes with **WABCO braking devices**

Lightning system: In compliance with the road traffic regulations. **Rear lights** are installed in the light bank to provide **all-round protection**.

Cargo area: The cargo area will be surfaced with **galvanized punched sheet tracks**. The tracks remain open in the middle or can, on request, be closed with galvanized checker sheet.

Drive - on ramps: The vehicle is equipped with couple of sturdy **drive-on keys** made of steel which are hooked into the light bank in the rear of the trailer for loading.
Optionally also available are aluminium drive-on ramps which are installed into the rearpart of the trailer. When inserted, the ramps are mechanically arrested and also prevented from rattling. The arrestment holds both ramps simultaneously and is operated centrally either from the left or the right side of the vehicle. This Aluminium drive-on ramps provide a sufficiently flat ascending angle and allow loading without lowering the rear part of the trailer.

Paintwork: **Body and trailer are completely galvanized.** The visible parts are additionally painted with **high-performance two-component acrylic-based paint** in the colour requested.

Vehicle documents: The vehicle is delivered complete with TÜV (MOT) approval and with the required vehicle documents.

Optional equipment:

- WABCO “Duo-Matic” quick coupling,
- WABCO “ECAS” or “ELM” air suspension system, truck cab-operated,
- V-slide-out drawbar, can be pushed out hydraulically to 1.3 m,
- Visible parts with metallic paintwork,
- Wheel stops and lashing straps for securing load,
- Toolboxes,
- Working spotlight,
- Hydraulic winch with accessories,
- Radio remote control for the winch,
- Super-width plates extendible,