

Twin deck body

"Hagen"

Completely galvanized



The car transport body "Hagen" is available in a **short version "Hagen 3/2"** and a **long version "Hagen 5/2"**. The body can be mounted on any suitable truck chassis of your choice. (**Gross vehicle weight 12 t – 18 t**, wheelbase 4.2 m – 6.0 m)

It is a **completely galvanized fixed bed twin deck body**, with **cab superstructure and manually extendable drive-on ramps**.

The length of the body is approx. 8 m "Hagen 3/2" and approx. 10 m "Hagen 5/2". The width of the body is 2.55 m.

The Body is **suitable for transporting 3 passenger cars or 2 SUVs "Hagen 3/2"** or **4 to 5 passenger cars "Hagen 5/2"**. With completely lowered upper deck a panel van or a high motor caravan and concurrently a passenger car on the cab superstructure can be transported. Of course the body can be delivered without cab superstructure too.

The "Hagen" **can be combined with various trailers** for example with the "Soest" trailer (for 1 passenger car or 1 panel van) or with the "Rheine" trailer (for up until 4 passenger cars or 2 panel vans) which can be close coupled behind the truck with just a very small distance between them. This small space between truck and trailer is bridged by purpose-built semi-circular interlocking plates which need not be removed when driving and which can be directly driven over when loading.



Technical data:

Substructure:

Consists of two side members **in accordance with the bodybuilder guidelines of the truck manufacturer**. The body is equipped with sufficiently solid cross members to support the punched tracks or the closed cargo area.

Upper deck:

Is made in the form of a tubular frame with welded in cross braces to support the tracks. The platform can be extended about 1.5 m by manually telescopic **transport extensions**.

The **cab superstructure can be tilted up by hydraulic cylinders on both sides** independent of the rear platform.

The upper deck is equipped on both sides with a **removable rope railing to prevent falls** in compliance with the Accident Prevention Regulations.



Supporting pillars
and lifting shears:

Lifting shears or fixed supporting pillars with spindle drive serve as lifting gear for the upper deck, whereby the body can be equipped in two variations:
-Supporting pillars with spindle drive in front and behind,
-Supporting pillars with spindle drive in front, lifting shears behind,
Compared to the fixed supporting pillars, lifting shears have the advantage that they are folded up when the upper deck is lowered, so that the width of the cargo area is not restricted.

Cargo areas:

The cargo area will be surfaced with **punched sheet tracks** of aluminium or galvanized steel. The punched sheet tracks remain open in the middle or can, on request, be closed with corrugated sheet of aluminium or galvanized steel.

Drive-on ramps:

The vehicle is optionally equipped with a couple of **telescopic drive-on ramps** which can be pushed together and kept at the rear of the body. When pulled out to its complete length they are 3.1 m and provide a sufficiently flat ascending angle, when combined with a pin coupling, too. When retracted, the ramps are mechanically arrested and also prevented from rattling. **The arrestment holds both ramps simultaneously and is operated centrally from either the left or the right side of the vehicle.**

Alternatively, **aluminium drive-on ramps**, which are installed at the rear of the body, too, are also available. Because of the short rear overhang they are not possible at the Hagen 3/2 combined with a pin coupling.

Trailer coupling:

The body can be equipped as required with a **ball coupling or a pin coupling**, or with both.

Hydraulic unit:

Power-supplied by a power take-off with hydraulic pump which is a part of the truck chassis equipment.

The operation of the complete body and the hydraulic winch is carried out by means of **hand lever control valves in sandwich construction** which is kept at the rear of the body on the right in an **illuminated operating cabinet**.

The hydraulic cylinders are all equipped with corrosion-resistant, nichrome-coated piston rods.

A cable remote control or radio remote control is also available for the hydraulic winch for a surcharge.

Paintwork:

The body is 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:

- Hydraulic equipment for telescopic transport extensions at the upper deck,
- Lower deck lowerable,
- Middle-closed cargo area with checker sheet of aluminium or galvanized steel,
- Ball coupling,
- Pin coupling under-mounted for close-coupled trailers,
- Removeable adapter with ball coupling,
- Side drive-under protection,
- Outer frame impact protection made of checker sheet aluminium,
- Wheel stops and lashing straps,
- Toolboxes,
- Working spotlight,
- Electric or hydraulic winch with accessories,
- Radio remote control for winch and winch carriage,
- Central lubrication system,
- Visible parts with Metallic paintwork,