

NEWS



Rapid information for our customer.

Curtainsider-Kits: Minimize costs !



Reduce your costs for curtainsider kits. Traditionally, these are always planned from scratch and all materials and components are procured separately. Without compromising on quality and customized equipment, **you save overhead costs with the 180-2 kits!**



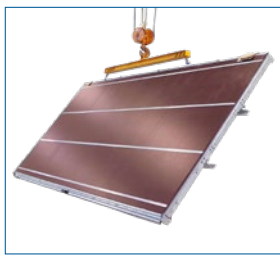
Two fitters create the curtainsider bodys for vehicles with a total weight of 7.5 - 26 tons **in a short time.** You get a clear cost advantage and at the same time counteract staff shortages and a lack of skilled workers!

The kit is available **with or without lifting roof, with fixed or sliding roof, with top flap, empty rear frame or doors, with insertable slats and / or drop sides, with water-resistant plywood (rough side top) or GRP AntiSlip.**



Assembly advantages with the 180-2 series

The advanced concept uses a **pre-assembled floor assembly** with lashing brackets in the outer frame or a perforation for hanging lashing straps. **Options** such as recessed airline rails, door holders or an access ladder **are already attached**.



The time-consuming fitting and fastening of the individual floor plates floor panels is completely eliminated. Choose between the **water-resistant plywood**, an **aluminum barley grain** or a **GRP anti-slip floor**.



Painting work and drying times are not necessary, as you receive the **front wall**, the **rear frame** and, if applicable, the **drop sides in common RAL color shades on request**.



A highlight is the **already mounted sliding roof**, on request with attached roof tarpaulin. Or you can order a fixed tarpaulin or GRP roof.



Of course, the **centre stanchions**, **insertion slats**, **drop sides** and **doors** are also ready for installation.

What do you need to protect the load?

The kits are optimized in terms of their structural stability and the wide range of options for securing the goods to be transported. They meet the requirements of DIN EN 1260 and 12642-XL. For this you will receive a certificate on request.



The recessed lashing brackets in the outer frame are particularly practical for securing the load. Additional stirrups are possible if required.

Furthermore there are optional **airline tracks in the floor** in the longitudinal direction and, if necessary, on the roof bows.



The front wall has two optional lashing points. An additional option in the corner stanchions allows you to **create two further lashing possibilities**.

For many applications, the available aluminum insertion laths (with tongue and groove) are sufficient.

For high loading pressures you get steel insertion laths with a snap-in track perforation. **Safety insertion laths are recommended for very high requirements. They achieve three times the section modulus of conventional insertion laths.**

Lashing straps or locking beams can be fastened in the snap-in track perforation in both the **steel and the safety insertion laths for partial load securing**.

For vehicles from 18 to. GG or on request also for lower tonnages, you will receive **front wall supports** as part of the kit, which absorb higher loading pressure.



Not off the shelf!

Of course, there are several other options, such as instead of two-leaf **integral doors**, four-leaf. These are available with one fastener per leaf.

For high point loads, there is the option to provide **tighter cross member spacing** in the kit. Also, the kit can be supplied without a floor assembly for special installations.

For emergency vehicles, e.g. of the fire department and technical relief organization, you can also order an **equipment case as a finished blank**.



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