

Specifications of the silo trucks of EGO Spedition GmbH

Spitzer or Feldbinder dump silo semi-trailer
Approx. 60,000 litres volume
Aluminium version
10 tons fifth wheel load, 3 x 9 tons axle assembly
SAF make, type INTRADISC PLUS II INTEGRAL

Design:

Straight, continuous cylinder, diameter 2,550 mm, tiltable towards the back, made of AW 5083 (AlMg 4.5 mm).

The pressure container complies with the EC pressure equipment directive.

The round seams inside the container have been ground flush with the surface.

The bottom parts of the cylinder have been polished on the inside.

Operating pressure 2 bar, testing overpressure 3 bar

Wall thickness approx. 5mm

5 manholes DN 450 with pivotable and tiltable domed covers, each sealed pressure-proof with 4 wing nuts.

3 pneumatic filler necks, 1 at the front, 1 in the middle and 1 at the back, Storz A, welded into the container's upper surface

An electro-polished stainless steel ladder has been mounted at the back of the vehicle with an aluminium catwalk along the left-hand side of the container.

The electro-polished stainless steel ladder is not connected to the underride guard. The stainless-steel safety rail can be put up from below with a tiltable ladder part.

Discharge:

An electro-polished FFB stainless steel DN 800 discharge bowl is flanged pressure proof to the discharge cone at the back and fixed with a hinge, tiltable upwards, and also pivotable to the side by means of a boom.

An electro-polished FFB stainless steel loosening adapter is fixed to the discharge bowl and can easily be removed.

Central material discharge at the back with a DN 150 shut-off valve reduced to DN 100, with a TW coupling and an MK 100 dummy plug.

An electro-polished stainless steel DN 100 tube bend with a 2" tangential nozzle and a 4" Storz coupling is enclosed separately.

Removable 4" inspection glass (both sides Storz)

Air piping:

A 3" aluminium continuous air collecting pipe is mounted on the operator side.

A 4" electro-polished FFB stainless steel air battery is mounted at the back of the container on the operator side.

The air battery is equipped with a 5 µm FFB fine filter.

All fittings, couplings and pipe parts are made from non-corroding material.

All air tubes and ball valves for upper air, induction air and loosening are equipped with 2" TW couplings.

Additional lockable 1.2 bar safety valve on the air battery.

Chassis frame:

Screwed/welded construction made of special aluminium.

Hydraulic system:

The front lifting press is screwed to the container at a reinforced aluminium console. A rapid discharge valve for the front lifting press is situated at the front right-hand of the operator side.

A 190 litre hydraulic oil tank is fixed to the semi-trailer with flexible connections to the tractor before the semi-trailer coupling.

2 flexible hydraulic tubes form a connection to the tractor.

2 hydraulic safety support struts are mounted at the back of the chassis frame.

The hydraulic system is operated from the back right-hand side.

All control elements are in one separate box.

Undercarriage:

Axle assembly SAF type INTRADISC PLUS II INTEGRAL

3 x 9 ton disc brakes diameter 370 mm, wheel offset 120 mm.

The air-suspended, rigid axle assembly is mounted in FFB-aluminium suspensions.

Wheel base 2 x 1,310 mm

A pneumatic lifting and lowering valve is mounted on a control panel at the back of the vehicle.

1. axle liftable electronically from the driver's cab, without starting traction control.

Braking system:

4-sensor 2-module ABS/EBS-pneumatic braking system, Wabco, equipped with spring-loaded brake cylinders on two axles.

Brake lining wear indicator via ABS-control in the driver's cab.

Tyres:

6 times with 386/65 R22.5, Michelin type XTE 2, on forged Alcoa-rims (32 mm hole rims).

Equipment:

24 Volt-electric installation with 1 x 15 und 2 x 7 pole sockets

The air and light connections are positioned in front of the semi-trailer coupling.

The trailer plate is equipped with a tested 2"kingpin.

2 x 12 ton semi-trailer landing gear bearing the full load

The single-wheel plastic fenders are fixed with electro-polished stainless steel mountings.

Mud flaps are fixed at the back fenders.

The side bumper in anodized aluminium is fixed to the chassis with electro-polished stainless steel mountings.

The back underride guard can be tilted with the container.

The 7-chamber lights are mounted at the back at the same height as the swivel.

2 tube bundles 5m in pairs, consisting of 4 DN 200 tubes, which are mounted in electro-polished stainless steel consoles at the side, with 4 x 5 m feed tubes Storz B with dummy cap.

1 combined tool- and mat box is mounted at the left-hand side under the chassis frame.

1 Load manometer

1 hubodometer

Earthing cable drum and earthing flaps

Sanding material

Cyclone with mounting, Storz B

Sheet chute for free-fall discharge

Connecting tube to the compressor with mounting (at the front with counter coupling and additional marker lights)

1 Work light mounted at the back on a swivel arm

Customs seal without acknowledgment

2 spare wheel holders

1 fire extinguisher with mounting

2 sickle spanners

Transition pieces, two each of Storz A/B B/C

Transition pieces, one each of 3" TW/Storz B, Storz A/4" Italian coupling

Transition pieces, one each from Storz A to Guillemin 4" and from Storz B to Guillemin 3", 2.5" and 2"

Safety clamps, two each of Storz A, B und C

1 rubber hammer white

Varnishing:

Acrylic varnish, in house colours with lettering

Container: VW L97A (silver)

Chassis: VW LH3B (red)