

DENNISON INSULATED ALLOY BODY SLIDING BOGIE TIPPER



Sliding bogie



Air split rear door



Dawbarn cover



SAF Offroad axles & suspension



Anti tipping valve



Edbro ram

FEATURES

- Front lift axle
- Sliding bogie (shortening the length by 1.2m) for better stability and Manoeuvrability.
- X-Lite alloy wheels
- Weight just 6800Kg
- SAF 9t offroad axles and suspension
- Full in cab control for safety
- Viewing ladder on front of body



3 GOOD REASONS WHY YOU SHOULD CHOOSE A SLIDING TIPPING TRAILER AS YOUR NEXT NEW ACQUISITION

SAFETY

First, and for most, is the safety aspects the trailer offers. In tests undertaken by IRTE for tipping stability, it remained planted on the ground at 8.5 degrees, exceeding the requirement set to obtain class A certification by 13%, its outstanding ability to remain upright on adverse ground conditions makes it the only trailers allowed on many sites. The trailer stability is due to the sliding bogies wide chassis centre and shorter chassis length in the tipping position.

MANOEUVRABILITY

With the trailer in its running position, it meets all legal requirements, and in the shortened position it can out manoeuvre an 8x4 in tight spaces, with the trailer in the shortened position it gives a reduced wheelbase to the kingpin of 7 metres, which is roughly the same as an 8x4 tipper.

FINANCIAL

With the trailers low unladed weight, the payload with a steel body is approximately 28.5 tonne with a GVW of 44 tonnes (subject to the tractor unit ULW). With an aluminium body the payload is approximately 29.1 tonne. Compared with a 19.7 tonne payload an 8x4 tipper, this offers you 9.8 tonne greater payload, which reduces miles on the road for the same product movement and greater income. On average for every 3 journeys made by an 8 x 4 you will only need to do 2 journeys with the sliding tipper.

ABOUT CRICK TRAILERS

Crick Trailer sales was founded in 2016, with the Dennison team behind the project, offering their 5 decades of experience in trailer manufacturing and sales were the perfect partner to help us fill a gap in the UK specialist and type approved trailer market, for a stocking sales outlet, which needed to be centrally located with good links to the M1 and M6.

We selected a group of 12 trailers, which Dennison Trailers currently manufactured out of their factory in Naas, in Ireland. The range includes various drop frame machinery carriers, the aluminium and steel bodied sliding bogie aggregate tipper, straight frame aggregate

tipper, the 13.6 metre drop frame platform trailers, 4 axle platforms with self track or positive steer and a 4 axle trombone from 13.6m to 21.2m on self-track axles. The range we feel will cover most requirements of the modern day heavy haulage company.

We have also committed to the production of a stock replenishment program to ensure Crick trailer sales can support their customers by supplying the right trailer to keep their business moving.

We offer competitive finance packages to meet all budgets giving us the flexibility to offer you the right trailer, at the right price and available from stock.