

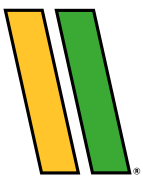
# JOSKIN®

## CIVIL ENGINEERING

*A RANGE FOR THE TOUGHEST WORK!*



[www.joskin.com](http://www.joskin.com)



# 6 KEYS to Success

**1**

## STRENGTH OF EXPERIENCE

With over **50 years of experience** and over **120,000 machines sold** throughout the world, **JOSKIN** puts its resources at the service of the farmer by offering products adapted to the evolution of the agricultural world. To see through this mission, we are constantly investing in the design and production of your machines. Either in the research and development of new solutions, in production techniques or in the search for better materials, we are working hard to keep improving the production standards in order to offer you the best agricultural machinery.

**2**

## TECHNICAL SKILLS WITHIN

To meet your requirements for agricultural machinery, we opt for **high-quality materials** and our factories are equipped with **state-of-the-art precision tools**. We use, among other things, 3D dynamic simulation, automated cutting lasers, press brakes, high tensile steel, hot-dip galvanising (galvanising unit of the **JOSKIN** Group), automated continuous welding (performed by robots), robotic machining, etc. Mastered technology and knowledge **for an uncompromising quality**.

**3**

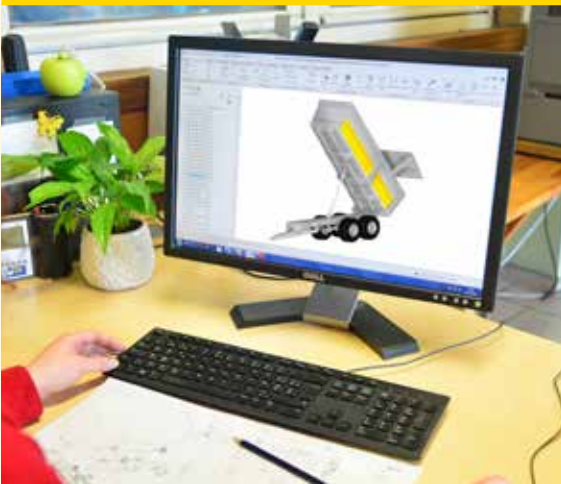
## BUY WITH CONFIDENCE

All products manufactured by **JOSKIN** have a **3-year warranty** against manufacturing defects, which includes 1 year on everything, followed by 2 years on parts manufactured by **JOSKIN**. Thanks to the chassis number, **JOSKIN** guarantees a perfect traceability of its machines in order to always find the necessary parts in case of repair. **JOSKIN** is one of the only manufacturers in the agricultural industry to offer such a long warranty period, without limitation of hours or wear, as well as an individualised parts book for each machine.

**4**

## RESEARCH AND DEVELOPMENT

In order to efficiently and quickly face the constant evolution of your needs regarding agricultural machinery, **JOSKIN** has a **multidisciplinary team** made of engineers, draughtsmen and field workers, who focuses daily on the research and **development of innovative solutions**. State-of-the-art dynamic three-dimensional engineering software helps the team to the research and development of ever more efficient machines. The production is standardised to the maximum in order to guarantee a precise and reliable manufacturing over time, while offering hundreds of options!


**5**

## AT THE SERVICE OF OUR CUSTOMERS

Victor Joskin, founder of the **JOSKIN** brand, has always considered the spare parts as the nerve centre of the Group: without spare parts, no repair possible. Given **the permanent stocks of spare parts**, we guarantee their availability even years later, which will secure the value of your machine through time. Either regarding the pre-sales advising or the after-sales service, we are working hard to ensure you an experience that meets your expectations.

**6**

## INDIVIDUALISED PARTS BOOK

Each machine has its own individual parts book. Indeed, at **JOSKIN**, the parts book and the user's manual are supplied with your purchase. They are also available at any time online via the book icon (  ) on the **JOSKIN** website ([www.joskin.com](http://www.joskin.com)). They include the drawings and part numbers of the components fitted to your machine so that, even years later, you can order spare parts efficiently. The parts book therefore guarantees that your equipment will be of **undeniable value over time**.







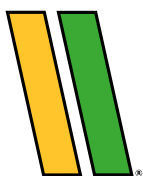
# CIVIL ENGINEERING

*A RANGE FOR THE TOUGHEST WORK!*

Having combined its obsession for quality with its experience in the field, **JOSKIN** now benefits from a perfect mastery of the manufacturing process. From the search for the best materials, to the use of state-of-the-art production tools, including the automation of some processes (laser cutting, press brakes, welding robots, etc.), everything is done to offer complete ranges of vehicles combining profitability, safety and comfort of use. In order to meet more specifically the harshest transport conditions (construction, excavation, earthworks, road works, etc.), high-quality steels have been chosen to design a specific range of sturdy machines, perfectly adapted to the reality of the terrain.

Thanks to its unique know-how, **JOSKIN** has quickly built up a solid reputation throughout the world as regards heavy-duty work. A specific range of machines meeting not only public works needs, but also agricultural needs, is indeed offered. During the off-season, when the construction industry is on holiday for example, a Trans-KTP construction tipping trailer can be used to transport agricultural crops instead of stones or sand. The same applies to the Cargo-LIFT which, thanks to its concept of fast interchangeability of the containers, can operate continuously while transporting anything that fits into such a container (sand, mini-excavators, crops, etc.). With this versatile range of machines, **JOSKIN** allows you to adapt your business to the seasons and keep your equipment profitable all year round.





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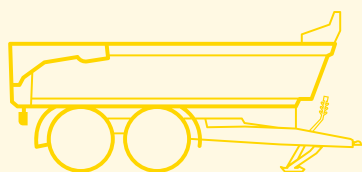
**Trans-KTP 9/45**  
Lowered, useful and sturdy



**Trans-KTP 11/45**  
Lowered and suitable for small construction sites

**JOSKIN**

# CONSTRUCTION TIPPING TRAILERS



SCAN ME



**Trans-KTP 22/50**  
Versatile

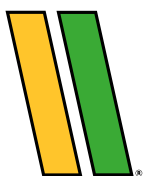


**Trans-KTP 27/65**  
Sturdy and especially for quarries

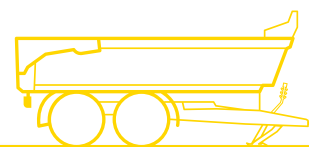


**Trans-KTP 34/72**  
Sturdy and high capacity





# GENERAL POINTS




## HARDOX 450

All **JOSKIN** construction tipping trailers are made of **HARDOX 450** steel, which has a tensile limit 4 to 5 times higher than traditional steel and provides a **very good quality/weight ratio**. For example, up to a limit of 120 kg/mm<sup>2</sup>, the **HARDOX 450** returns to its original shape after deformation. Its strength thus allows for a reduction in the amount of reinforcements used in the manufacturing process, and therefore a reduction in the empty weight of the tipping trailers, while increasing their sturdiness. It is then possible to transport a higher payload.



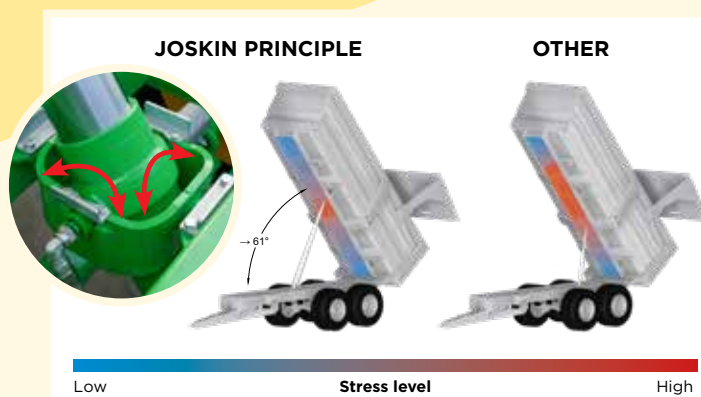
### Theoretical comparison of steel qualities

Steel type	Tensile limit (kg/mm <sup>2</sup> )	Ultimate stress (kg/mm <sup>2</sup> )
S235 or St 37-2 (traditional steel)	23.5	40
S355 or St 52-3 (traditional steel)	35.5	48
S420 (high tensile steel) <b>JOSKIN</b> basic standard	42	55
S550 (high tensile steel) <b>JOSKIN</b>	55	61
S690 (high tensile steel) <b>JOSKIN</b>	69	75
<b>HARDOX 450 (JOSKIN Trans-KTP)</b> 	<b>120</b>	<b>140</b>



## DESIGN

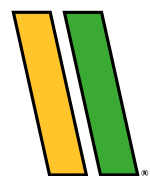
The single and double-axle models of the **JOSKIN** Trans-KTP's are manufactured from 2 steel sheets, without cross welding. The triple-axle tipping trailers are made up of 3 steel sheets welded together along the entire length of the 2 stringers of the chassis. Using fewer reinforcements, these manufacturing processes result in lightweight tipping trailers that can carry a heavier payload while keeping a high sturdiness. The tapered shape of the bodies (8 cm wider at the back) makes sure **the contents of the trailer flow out freely**. This unmatched property is further reinforced by the successive folds aiming at smoothing off the edges and solidifying the body structure without adding material.



## SAFE TIPPING

The telescopic hydraulic tipping ram is fitted on a double oscillating frame with greased bearings and integrated **in the chassis in a forward position**. This design absorbs the torsions caused by the tipping stresses. The advanced position of the hydraulic ram also makes it quicker and easier to tip heavy loads. For more safety, a safety valve, which is placed on the hydraulic tipping ram, prevents the body from accidentally falling. In order to benefit from a rust protection, the first 2 elements of the hydraulic tipping ram are chrome-plated. This feature allows the body to be left tilted backwards without the risk of pitting by rust during the rest period on a construction site.

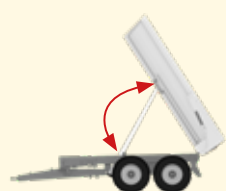




# TRANS-KTP 9/11/15

GO FOR VERSATILITY AND STURDINESS!

The Trans-KTP of 9, 11 and 15 t are the small-capacity models of the "construction tipping trailer" range. Thanks to their compact and sturdy design (sides and floor made of HARDOX 450 steel), they are an ideal solution for small and medium-sized companies carrying out small-scale earthworks, maintenance of parks and gardens or for public services.



1

**Wide tipping angle** (max. 57°)

2

**HARDOX 450**

3

**Narrow reinforced chassis** (900 mm) for wide fitting wheels

4

**Movable running gear** (Roll-Over bogie on double-axle model)

5

**Drawbar suspension with parabolic leaves**

6

**Hydraulic parking stand built in the drawbar**

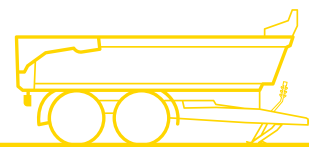
7

**Monocoque body** (one single lengthwise weld)

Axle(s)	Models	DIN volume (m <sup>3</sup> )	Technically permissible load (t)*	Length inside the body (m)	Width inside the body (m)	Height inside the body (m)	Hydraulic tipping ram capacity (l)
1	<b>9/45</b>	5.10	9	4.50 - 4.60	2.18 - 2.26	0.50	19
2	<b>11/45</b>	5.10	11	4.50 - 4.60	2.18 - 2.26	0.50	19
	<b>15/45</b>	7.60	15	4.50 - 4.60	2.18 - 2.26	0.75	27

\*Technical load of the machine for use on private land. The legal payload on the road depends on the legislation of the country, the equipment and the certification of the machine. Contact us for more information.





## OPTIMISED STRUCTURE

The bodies of these Trans-KTP are short (4.5 m) and compact, with a low height (50 cm on 9/45 and 11/45; 75 cm on 15/45) to ensure an **easy loading**, whatever the size of the loader. The chassis of the Trans-KTP 9/11/15 is made of oversized profiled tubes making it sturdier and more resistant. This structure makes it possible to reduce the amount of reinforcements present, and therefore to considerably **reduce the empty weight** of the tipping trailer.

## VERSATILE DOOR

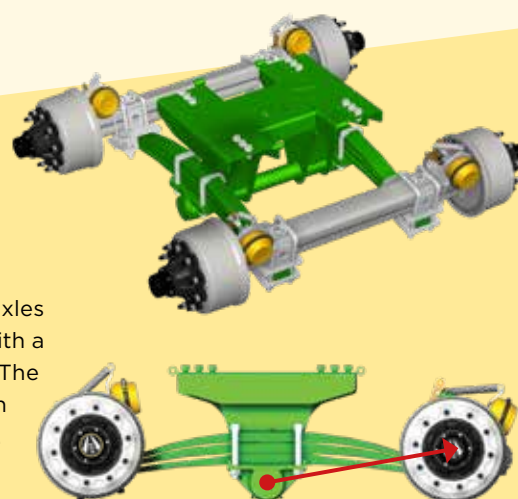
These Trans-KTP models are equipped with a 2-part door that can be handled in 2 different ways: the manual opening of the 2 sides facilitates the loading of a small excavator, while the hydraulic opening offers a large clearance for an easy unloading. **The right opening system for every need!** To further facilitate the loading of a small excavator, the tipping trailers also include a pre-equipment for 2 aluminium ramps.

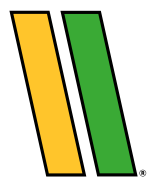
## OPEN DRAWBAR

The open drawbar provides a natural traction line that **increases the stability** of the tipping trailer. This "V-shaped" design also offers a good weight/resistance ratio. The position of the fixing points of the drawbar to the chassis indeed ensures an increased manoeuvrability. On the other side, the position of the spring leaves allows to absorb many shocks both on the road and in the field. This drawbar requires less power, and is therefore **more economical and ecological**. Generally speaking, its action is reinforced by a suspension with cross-leaves providing the tractor-trailer combination with a good driving comfort.

## ROLL-OVER BOGIE

The Roll-Over bogie is fitted on the 11 and 15 t models and consists of 2 axles connected by parabolic leaves and fixed to the chassis by a central point. With a clearance of 240 mm, this design allows to **compensate for uneven ground**. The position of the cross-axis under the leaves and the position of the axles on the leaves provide a traction line that pushes the front axle over the obstacle. This reduces the required pulling force.



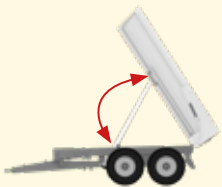


# TRANS-KTP 17/22/24/27/34

A TIPPING TRAILER TO MOVE MOUNTAINS!

The Trans-KTP 17, 22, 24, 27 and 34 t are designed for the toughest works. Thanks to their sturdy design, their durability is guaranteed. Their running gears provide a high driving comfort on uneven ground and an unparalleled safety during high-speed road journeys. These large construction tipping trailers are therefore ideal for quarries and heavy-duty contractors (transport and civil engineering).

SCAN ME



1

**Wide tipping angle** (max. 61°)

2

**Rear bumper retracting hydraulically and automatically** before the door opens

3

**Door with large clearance**

4

**Hardox 450 steel** (6 mm)

5

**Narrow reinforced chassis** (700 - 900 mm) for wide wheels

6

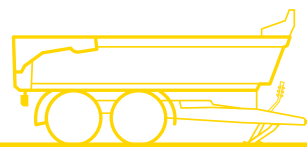
**Drawbar with cross-springs**

**+ MANY OPTIONS POSSIBLE**

Axles	Models	DIN volume (m <sup>3</sup> )	Technically permissible load (t)*	Length inside the body (m)	Width inside the body (m)	Height inside the body (m)	Hydraulic tipping ram capacity (l)
2	17/50	8.60	17	5.06 - 5.28	2.18 - 2.26	0.75	26
	22/50	10.90	22	5.06 - 5.28	2.18 - 2.26	0.95	36
	<b>NEW</b> 24/54	13.00	24	5.48 - 5.72	2.18 - 2.26	1.05	42
3	27/65	13.90	27	6.49 - 6.70	2.18 - 2.26	0.95	70
	<b>NEW</b> 34/72	18.90	30	7.28 - 7.54	2.18 - 2.26	1.05	76

\*Technical load of the machine for use on private land. The legal payload on the road depends on the legislation of the country, the equipment and the certification of the machine. Contact us for more information.





## NARROW CHASSIS

The chassis of the **JOSKIN** Trans-KTP 17, 22 and 27 t tipping trailers is 900 mm wide (700 mm as an option), while the chassis of the Trans-KTP 24 and 30 t is 700 mm wide as standard. These narrow chassis allow the trailers to be fitted with wide wheels (up to 666 mm) without exceeding a total width of 2,550 mm. They also ensure a wider steering angle for a **high driving comfort** and an **increased vehicle manoeuvrability**.



## HYDRAULIC DOOR

These **JOSKIN** Trans-KTP are equipped with a one-part hydraulic door with a maximum clearance to ensure a **smoother and easier tipping**. It is connected by 3 fixing points to the arms that pivot on a sturdy large-diameter axis. For a better protection against falling material, the hydraulic rams are placed under these arms. A pressure relief valve and a double check valve are also present to provide additional safety to the system.



## BEAM DRAWBAR WITH SUSPENSION

The beam drawbar structure offers a **very high strength** and a **large steering angle**. Its fixing under the chassis improves the manoeuvrability and stability in all terrain conditions. This solution offers a rigid pull/push line and a large vertical clearance, allowing for a significant shock absorption. The drawbar with cross-springs also provides maximum comfort and additional driving stability for the tractor-trailer combination.



Rocker Beam



Cross-Over Bogie



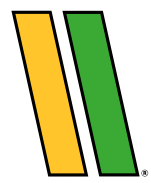
Hydro-Pendul



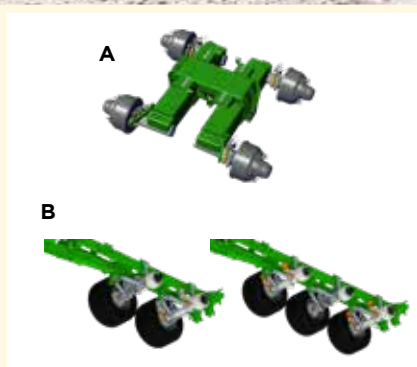
Hydro-Tridem

## RUNNING GEAR

The 17/50 and 22/50 models are standard fitted with the **JOSKIN** Cross-Over bogie. All other Trans-KTP have a hydraulic suspension and a double self-steering system (Hydro-Tridem for 27/65 and Hydro-Pendul for 24/54 and 34/72). These **JOSKIN** running gears have been studied and designed to **guarantee driving comfort** over rough terrain, as well as safety during high-speed road travel.



# EQUIPMENT



## RUNNING GEAR

The **JOSKIN** running gears meet the criteria of reliability, stability, comfort and safety. The **rocker beam system (A)**, which is optional on double-axle models, consists of two large boxes made of tubular sections, each supporting two half-axes. The latter are built around a central axis and a one-piece table bolted to the chassis. For the 27/65 model, the **Hydro-Pendul system (B)** is available as an option. In this case, each axle is fitted on 2 double-acting hydraulic rams (on both sides of the chassis). The axle is connected to the chassis by a triangle of large-diameter tubes. The end of the triangle is attached to a large ball joint with a vertical axis, which ensures a high degree of stability to the running gear.



## AUTOMATIC LUBRICATION

Depending on the model and equipment, some vehicles may have many grease nipples. It is usually necessary to grease them after each working day, so this option can be a very useful tool to ensure a long service life to the machine. The system consists of a grease tank, an electric pump and a timer, all of which send the grease to where it is needed via cleverly placed pipes. You save time, you don't forget any grease nipples and the machine is always well maintained: this means **additional safety, considerable time savings** and a **longer service life**.



## EXTENSIONS

In order to **increase the transported volumes**, steel or aluminium extensions can be added, thus increasing the height of the side walls of the body from 150 mm to 1,000 mm. Depending on the use, these extensions can be welded, bolted or manually stacked. Furthermore, in order to protect the upper body edge strip from shocks caused by the load or when loading the trailer, it is possible to opt for a PVC protection. It can cover 2 or 3 sides of the body and can easily be replaced in case of wear (bolted structure).





## COVER SYSTEMS

Three cover systems exist to protect the load and avoid its loss: the **rigid doors** consisting of a double aluminium flap system with hydraulic folding; the **"Flip-Tarp" net** including 2 arms that rolls up and unrolls the net along the tipping trailer; and, finally, the **"cabriolé" system** formed by an accordion-like cover that unfolds and folds horizontally, either manually or hydraulically, on a guide rail in order to offer a perfect watertightness against bad weather conditions.



## WORKING LIGHTS

At **JOSKIN**, we are aware that the working day in the agricultural and civil engineering sectors does not end to nightfall! In order to be able to **continue your work in good conditions**, you have the possibility to equip your vehicle with rear working lights built in the chassis, a flashing beacon or a LED flash light.



## HEADBOARD

Among the body options is a fully galvanised headboard to **protect the hitch, tractor and hydraulic tipping ram** from falling material.

SCAN ME



**Configure** your construction tipping trailer in a few clicks!





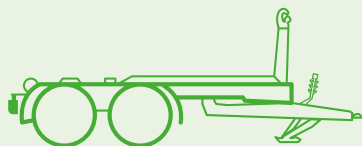
Cargo-LIFT CL 5000D14



Cargo-LIFT CL 5400D18

**JOSKIN**

# HOOK-LIFT SYSTEMS



SCAN ME



Cargo-LIFT CL 5400D18

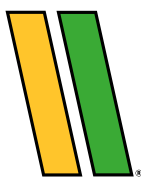


Cargo-LIFT CL 3600D8

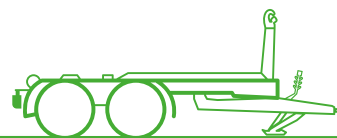


Cargo-LIFT CL 6500T22





# GENERAL POINTS



## DESIGN

Like all **JOSKIN** machines, the hook-lift system is made of **high tensile steel**. The structure is shot blasted and then coated with a 2K industrial quality paint for an optimal protection against corrosion. The Cargo-LIFT is characterised by a **hook integrated** into the tubular chassis, which gives it more power and therefore enables it to lift larger containers. The Cargo-LIFT CL is therefore designed for users who are looking for a **professional solution at an affordable price**. It is suitable for lifting and transporting containers as well as for loading tools on platforms from 3 to 7.445 m.



## HOOK

The **non-deforming steel** hook is bolted to the arm at a height of between 1,410 mm and 1,570 mm. The arm with two hydraulic rams (one ram for CL3600D8) is integrated into the chassis structure. This design gives the arm **more stability** and therefore a greater speed of movement. A telescopic system (articulated system for the CL3600D8 model) allows the arm to reach a large tilting angle, and thus to load containers of different lengths (from 3 to 7.445 m). These are then locked by hydraulic hooks acting from the inside out.

## ELECTROHYDRAULIC CONTROL

All **JOSKIN** Cargo-LIFT models can benefit from a **hydraulic management of the various functions of the machine**. For example: the tipping is assisted by a hydraulic ram for a stable unloading; the handling of the hook (telescopic arm, locking, tipping of the container, etc.) is facilitated by a hydraulic safety device present on all its movements; the container door is controlled by a double-acting hydraulic quick coupler located at the rear of the Cargo-LIFT, etc.





# CARGO-LIFT CL

VERSATILE AND EASY!

Compact and sturdy, the **JOSKIN** Cargo-LIFT systems are fitted with a hook-lift that is ideally integrated in an agricultural running gear. They are designed to carry various types of containers or tanks. The Cargo-LIFT range consists of different models with a pullout force up to 30 t. Depending on the machine, the CL covers the most common requirements or are suitable for an intensive professional use.



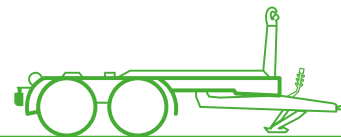
1	2	3	4	5	6
<b>Bolted hook</b>	<b>Hook system</b> with telescopic front arm	<b>Hydraulic locking system</b>	<b>Tubular chassis</b>	<b>Tipping assistance hydraulic ram</b> (from D18 model)	<b>Hydropneumatic suspension for beam drawbar</b> (optional on models from D8 to D14)

Axles	Models	Pullout force (t)	Min.-Max. length of the container (mm)	Lifting angle	Maximum wheel Ø allowed (mm)	Running Gear
2	<b>CL3600D8</b>	8	3,000 - 4,100	48°	930	Double-axle with parabolic leaves
	<b>CL4600D12</b>	12	3,200 - 4,950	49°	1,140	Double-axle with parabolic leaves
	<b>CL5000D14</b>	14	4,200 - 5,300	47°	1,260	Double-axle with parabolic leaves
	<b>CL5400D18</b>	18	4,400 - 5,700	54°	1,260 <sup>2</sup>	Double-axle with parabolic leaves
	<b>CL5800D22</b>	22	4,700 - 6,400	51°	1,400	Hydro-Tandem
3	<b>CL6500T22</b>	22	5,700 - 7,100	44°	1,400	Hydro-Tridem
	<b>CLE6750T30<sup>1</sup></b>	30	5,950 - 7,445	44°	1,400	Hydro-Tridem

<sup>1</sup> E = model with narrow chassis

<sup>2</sup> With hydraulic suspension (ref. 3181), the max wheel Ø is 1,350 mm and the max. width is 700 mm.





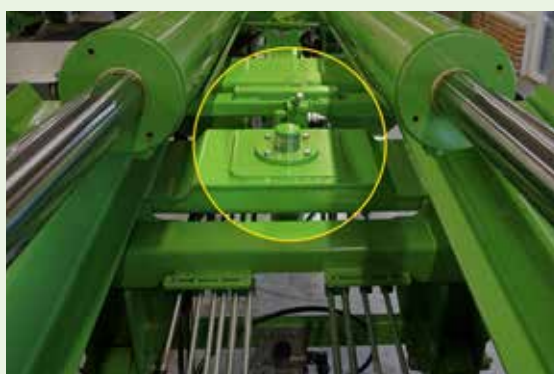
## DRAWBAR

For optimal ergonomics of the machine, the hook-lift systems are fitted with an “arrow-shaped” drawbar. Its very thin design **ensures high steering angles** and an **outstanding maneuverability**. The Cargo-LIFT from D8 to D14 benefit from a “silent-block” drawbar suspension that absorbs the vehicle vibrations. On the larger models (D18-D22-T22-T30), the hydropneumatic suspension provides an unequalled driving comfort. This type of drawbar, when connected to the tractor control valve, actively influences the angle of the machine and thus transfers more or less load to the tractor hitch.



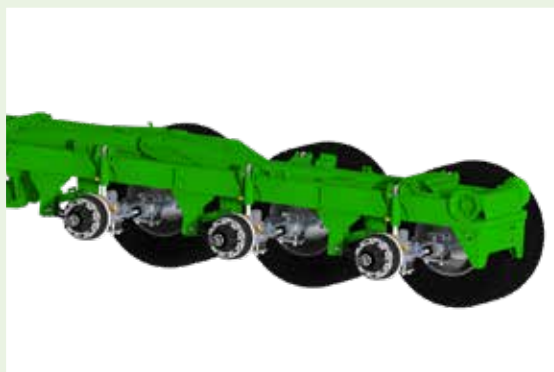
## TIPPING ASSISTANCE HYDRAULIC RAM

The D18, D22, T22 and T30 hook-lift system models are equipped as standard with a tipping assistance hydraulic ram (optional on D14 model). The ram pushes the telescopic arm vertically when it is in the horizontal (transport) position in order to initiate the unfolding sequence. The hydraulic rams integrated into the chassis and installed on either side of the telescopic arm can then take over and continue this pendulum movement for an **easy unloading of the container**.

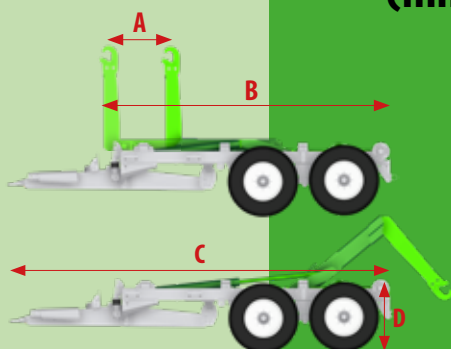


## TRIPLE AXLE

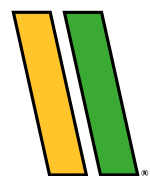
To face the most **demanding conditions**, **JOSKIN** goes one step further with the triple-axle Cargo-LIFT models (22 t and 30 t). These are equipped as standard with a hydraulic axle suspension, a double self-steering system (first and last axles) and a full electrohydraulic control via Load Sensing. The T30 also distinguishes itself by its narrow chassis with 600 mm wheels, which means that it does not exceed the 2.55 m width limit required in some areas of activity. It also has a hydraulic installation with an industrial pump to face the hardest works.



## DIMENSIONS (mm)



Models	A	B	C	D
CL3600D8	0	3,900	5,525	925
CL4600D12	1,020	4,690	6,685	1,120
CL5000D14	1,020	5,200	7,190	1,155
CL5400D18 (Parabolic leaves)	1,140	5,550	7,475	1,205
CL5400D18 (Hydro-T)	1,140	5,550	7,475	1,185
CL5800D22	1,300	5,910	7,710	1,205
CL6500T22	1,300	6,700	8,475	1,205
CLE6750T30	1,300	6,900	8,650	1,415

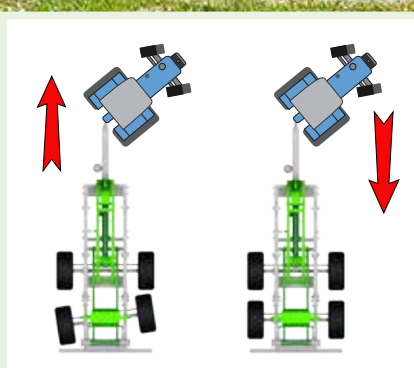


# EQUIPMENT



## MULTIFUNCTIONAL CONTROL BOX

The multifunctional control box is the **ergonomic and efficient solution** for an easy control of the hydraulic functions of agricultural machines. A single terminal in the tractor cab makes it possible to feed 2 to 14 functions from a single tractor hydraulic control valve via solenoid valves. The custom-made box has no "empty buttons" and only includes the configuration of your machine. Its aluminium design with a special seal makes it robust and waterproof. At **JOSKIN**, the control box interface, like the automaton interface, can be replaced by the ISOBUS terminal.



## STEERING AXLES

The rear axle of the double-axle Cargo-LIFT can be mounted as a free-steering axle (with hydraulic locking above 15 km/h) or as a self-steering axle in both driving directions. The triple-axle Cargo-LIFT are standard fitted with 2 self-steering axles (front and rear axles). The advantage of these axles is thus not only their **self-correcting device**, which allows the vehicle to leave the rut automatically, but above all their **steering both when driving forward and reversing**: steering and control are ensured at all times. A steering axle also reduces the tyre wear significantly (less slippage) as well as the torsion on the whole vehicle in tight bends.



## AUTOMATIC LUBRICATION

Depending on the model and equipment, some vehicles may have many grease nipples. It is usually necessary to grease them after each working day, so this option can be a very useful tool to ensure a long service life to the machine. The system consists of a grease tank, an electric pump and a timer, all of which send the grease to where it is needed via cleverly placed pipes. You save time, you don't forget any grease nipples and the machine is always well maintained: this means **additional safety, considerable time savings** and a **longer service life**.





## TYRES

**JOSKIN** offers a **wide range of tyres** from the most renowned manufacturers in the sector. It is therefore possible to equip a vehicle with the most demanding criteria: safety, comfort, traction ease, load index, compaction and budget. When choosing a model, 2 rules must be taken into account: the larger the diameter of a tyre, the easier it is to pull/push the vehicle. However, a large-diameter, but narrow-width tyre will have as much contact area with the ground as a small-diameter, but wider model.



## SAFETY LIGHTING

In order to meet safety standards and the current legislation, **JOSKIN** vehicles and implements are fitted with the latest rear lights and a number plate lighting as standard. As an option, all our vehicles **can be equipped with extra LED lights**: side marker lights, end outline marker lamps (or a combination of both), a flashing beacon or a LED flash bar to increase the road user's attention and to meet the requirements of some legislations.



## HYDRAULIC TOP LINK STABILISER

In order to **secure your container loading and unloading operations**, especially in combination with a light tractor, your Cargo-LIFT can be equipped with a hydraulic top link instead of the mechanical chain system. This top link stabilises the assembly and prevents a negative load on the tractor hitch (lifting of the rear axle of the tractor).

SCAN ME



**Configure** your Cargo-LIFT in a few clicks!





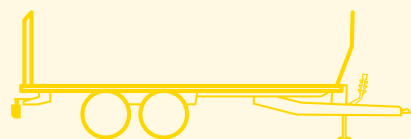
Semi-mounted WAGO-Loader 10000D14X



Trailed WAGO-Loader 10000T21

**JOSKIN**

# LOW LOADERS



SCAN ME



Semi-mounted WAGO-Loader 10000D14X

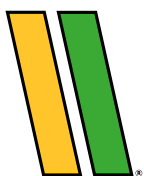


Trailed WAGO-Loader 10000T21



Semi-mounted WAGO-Loader 10000D14X





# WAGO-LOADER

A SOLUTION FOR ALL YOUR TRANSPORT NEEDS!



The **JOSKIN** Wago-Loader low loaders provide solutions for transporting implements and other machinery to your construction sites. They are available in semi-mounted or trailed versions with a technically permissible load from 14 to 24 t (distributed over the platform length from 8 to 10 m).

## SEMI-MOUNTED MODELS

One of their advantages is the weight transfer to the eyelet, which is ideal in difficult conditions on site.



Axles	Semi-mounted models	Ramp type	Technically permissible load (t)*	Length (m)	Width (m)	Floor height (m)	Brake drums (mm)
2	<b>8000D14X</b>	Telescopic	14	8.00	2.53	1.10	350 x 90
	<b>10000D14X</b>		14	10.00	2.53	1.10	350 x 90
3	<b>10000T24</b>	Manual <b>or</b> hydraulic	24	9.90	2.53	1.10	340 x 110

\*Technical load of the machine for use on private land. The legal payload on the road depends on the legislation of the country, the equipment and the certification of the machine. Contact us for more information.  
When loading construction equipment, low loaders are designed to carry a maximum of 12 t per machine.  
For a local load of more than 12 t, a uniform distribution is required over the length of the platform.

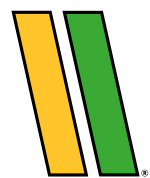
## TRAILED MODELS

They are designed to follow the path of the tractor more accurately, which is ideal in difficult traffic conditions.



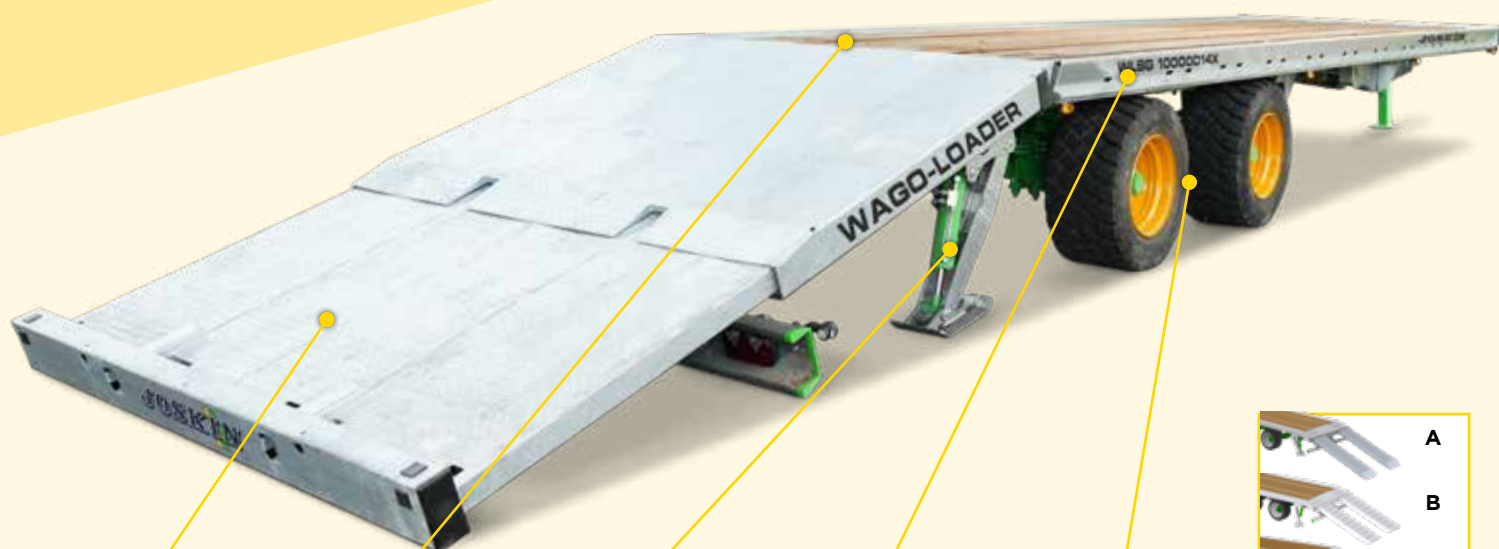
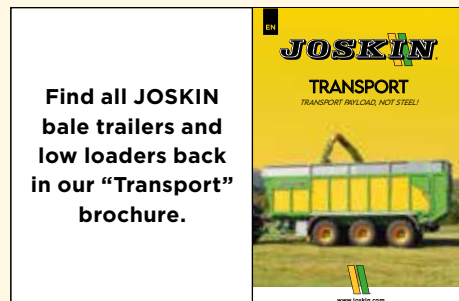
Axles	Trailed models	Ramp type	Technically permissible load (t)*	Length (m)	Width (m)	Floor height (m)	Brake drums (mm)
2	<b>8000D14</b>	Manual <b>or</b> hydraulic	14	8.00	2.53	1.10	350 x 90
	<b>10000D14</b>		14	9.90	2.53	1.10	350 x 90
3	<b>10000T21</b>		21	9.90	2.53	1.10	350 x 90

\*Technical load of the machine for use on private land. The legal payload on the road depends on the legislation of the country, the equipment and the certification of the machine. Contact us for more information.  
When loading construction equipment, low loaders are designed to carry a maximum of 12 t per machine.  
For a local load of more than 12 t, a uniform distribution is required over the length of the platform.



# GENERAL POINTS

WAGO-Loaders are manufactured from special steel, which is cut and welded in an automated way. They have a wooden floor and a reinforced chassis. All these features provide these low loaders with an increased resistance and reliability during transport.



1

**Fully galvanised** chassis, platform and drawbar

2



3

**Hydraulic retractable and anti-slip stands**

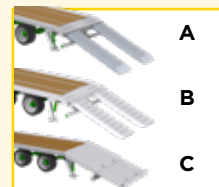
4

**Numerous attachment points for fastening by strap**

5

**Suspension with parabolic leaves bolted to the chassis**

6



**Manual (A), hydraulic (B) ramps, or telescopic ramp (C)**

## TELESCOPIC RAMP

This fully galvanised, telescopic loading ramp, found on X models, extends the platform by 1.25 m. Unlike a system with two fixed spaced ramps, this unique ramp now offers the possibility to **load any type of implement** regardless of the distance between their wheels/tracks. The telescopic ramp in the raised position allows for a 1.25 m longer platform. For additional safety in the loading position, the bumper, which is placed on the ground underneath the ramp, offers additional stability to the low loader.





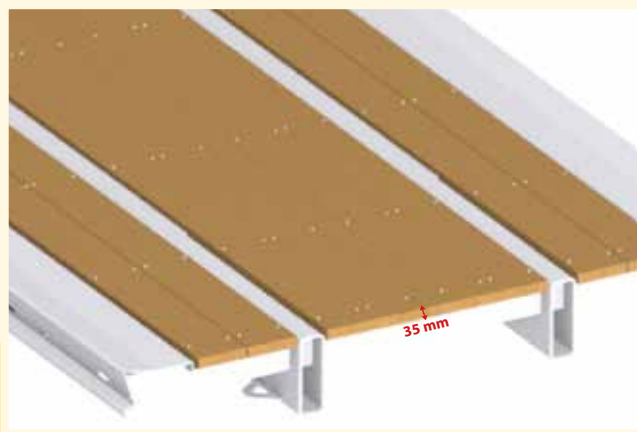


Configure your  
WAGO-Loader in  
a few clicks!



## LOWERED REINFORCED CHASSIS

The tubular chassis of all **JOSKIN** low loaders is reinforced and lowered for **more stability when driving and for a higher load capacity**. It is also fully hot-dip galvanised (**JOSKIN** Group's galvanising plant) to increase the service life of the machine and its resistance to corrosion. This protection is a real plus, as low loaders often take up a lot of space in sheds and are therefore often parked outdoors when not in use.



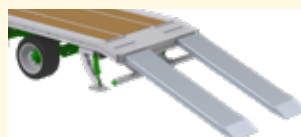
## WOODEN FLOOR

The floor consists of **35 mm thick treated hardwood planks** (without edges) laid on a reinforced structure and easily replaceable in case of wear. For an easy loading of the machines, the chassis extension is inclined at 15° and benefits from non-slip strips (on X version: ramp inclined at 20° when placed on the ground).

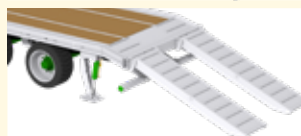


## HYDRAULIC SIDE LADDERS AND FRONT/REAR LADDERS

Hydraulic side ladders are available on models with manual ramps or a telescopic ramp. They provide an **increased security and speed of use**. For more versatility, both sides can be operated independently. It is also possible to equip the low loaders with a telescopic ramp or manual ramps with rear and front ladders. The WAGO-Loader with hydraulic ramps can be fitted with front ladders, as their vertically raised ramps already form ladders.



Manual ramps



Hydraulic ramps



Telescopic ramp

## VERSATILITY

The WAGO-Loader can be used to transport bales with removable front and rear ladders (agricultural context), but also as a **low loader** (heavy-duty context). In this case, 2 removable manual aluminium ramps or 2 galvanised hydraulic ramps allow an easy loading of the implement onto the platform. The X version is equipped with a hydraulic telescopic galvanised ramp of 1.25 m. In order to secure the loading of machinery, the platform has two hydraulically folding rear stabilising stands as standard.





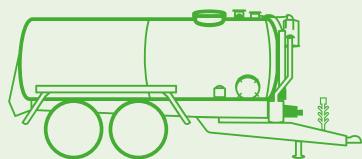
Modulo2 11000 ME



Modulo2 11000 ME

**JOSKIN**

# WATER BOWSERS



SCAN ME



Volumetra 16500 D

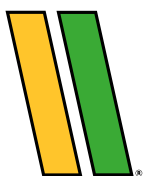


Aquatrans



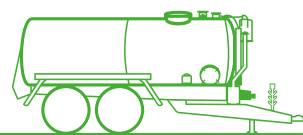
Multitwist



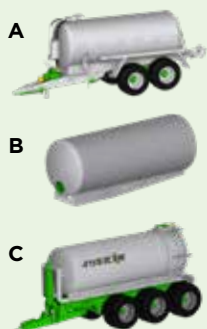


# WATER BOWSERS

SECURE YOUR WORK SITES!



The use of **JOSKIN** water bowzers is a simple and effective solution against dust. Water spraying secures your sites quickly by preventing the dust from spreading and allows you to continue working in dry periods. During heavy rainfall, on the other hand, the machines are used to pump the water out of the construction site to avoid flooding. Different tank volumes are available as well as different spreading and pumping accessories.



1

Mobile (A), static (B) or on Cargo-LIFT system (C)

2



Different spreading accessories available (spraying systems, etc.)

3

Over 700 options available

4

Quick and easy watering

5

Capacity from 2,500 to 28,000 l

6

Galvanised inside and outside







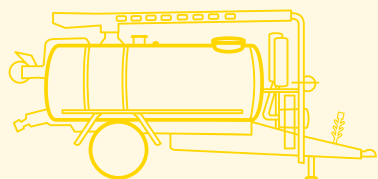
Hydrocleaner 8400



Modulo2 Hydro-Vacuum 14000 MEB

**JOSKIN**

# HYDRO- CLEANERS



SCAN ME



Hydrocleaner 8400

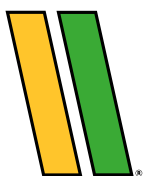


Modulo2 Hydro-Vacuum 14000 MEB



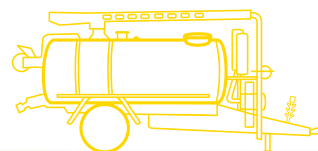
Hydrocleaner 8400





# HYDROCLEANERS

*EFFICIENT AND EASY CLEANING!*



The **JOSKIN** hydrocleaners have been designed to carry out all kinds of cleaning work **in an efficient and simple manner**. To that end, they are fitted with an industrial vacuum pump, a high-pressure water pump and a galvanised tank with a water/mud partition. Designed on this common basis, the range includes 2 models, designed for specific uses. The hydrocleaner, strictly speaking, is designed for urban use such as cleaning of drains, sewers, etc. The Modulo2 Hydro-Vacuum, on the other hand, has a larger tank capacity and is therefore rather intended for domestic use, such as emptying septic tanks and similar work.

## HYDROCLEANER



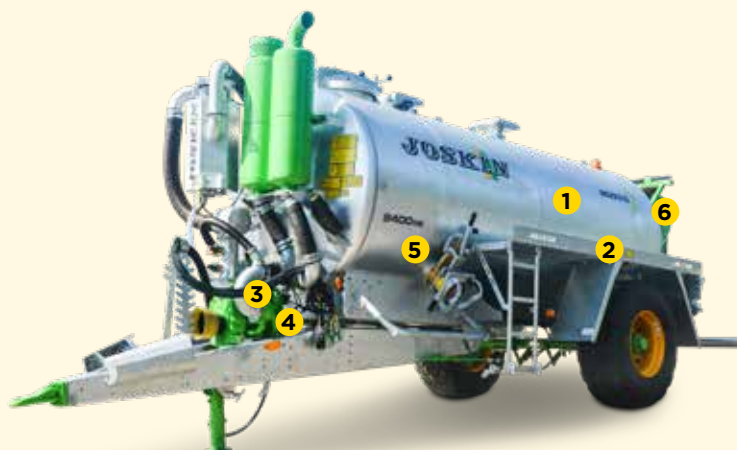
- 1 Water/Mud partition
- 2 Hose-carrying mudguards
- 3 Industrial pump system
- 4 Galvanised tipping tank with fully opening rear door (universal chassis)
- 5 Telescopic hydraulic tipping ram on double oscillating frame (anti-torsion effect)
- 6 Dorsal boom on slewing ring to clean drains with a high-pressure pump

⊕ MANY OPTIONS POSSIBLE

## MODULO2 HYDRO-VACUUM

- 1 Water/Mud partition
- 2 Hose-carrying mudguards
- 3 Industrial pump system
- 4 Vacuum pump
- 5 Self-supporting galvanised tank
- 6 Reel with cleaning lance (high-pressure pump)

⊕ MANY OPTIONS POSSIBLE



**JOSKIN**

**CIVIL ENGINEERING**

TRANS-KTP 27/65



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