



# Herculano

## THREE-WAY TIPPERS

### SEMI-TRAILERS / TRAILERS



## T2ET



## G2ET / G3ET

#### MODELS

T2ET – 10000 / 12000 / 14000 / 16000 / 18000

G2ET – 10000 / 12000 / 14000 / 16000

G3ET - 18000

REV.02

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## 1. INTRODUCTION

Congratulations on your purchase. You have just acquired equipment that is constructed using state of the art technology to the strictest quality standards.

We put every effort into researching, developing and perfecting this machine so you can take advantage of its quality and high performance operations in safety.

This manual has been written to assist you and warn you of safety, maintenance, trust and performance issues while using your equipment. Please start by reading it carefully to ensure that you are familiar with all of the material, as well as with the most important aspects of its use, and other useful information.

Take note of all issues related to safety, and the suggestions contained in this Manual.

Keep the manual in a safe and accessible place, so that you can consult it whenever necessary.

This equipment must be inspected periodically, maintained and fitted with suitable replacement parts.

HERCULANO will provide you with any support that you might need with solving problems or clarifying any doubts that may arise when using the equipment.

## 2. “CE” DECLARATION OF CONFORMITY

This piece of equipment complies with the requirements of European Parliament and Council Directive 2006/42/EC, of 17 May 2006, transposed into Portuguese law by Decree-Law no. 103/2008 of 24 June 2008.

The CE Declaration of Conformity is attached to the User Manual.

### 3. GENERAL IDENTIFICATION OF THE EQUIPMENT

#### 3.1. THREE-WAY SEMI-TRAILERS - *T2ET*



**41526300 - *T2ET 10000***

SEMI-TRAILER - 2 REAR AXLES, TANDEM, THREE-WAY TIPPING BOX, USEFUL LOAD (\*) = 10,000 kg.

**41526320 - *T2ET 12000***

SEMI-TRAILER - 2 REAR AXLES, TANDEM, THREE-WAY TIPPING BOX, USEFUL LOAD (\*) = 12,000 kg.

**41526340 - *T2ET 14000***

SEMI-TRAILER - 2 REAR AXLES, TANDEM, THREE-WAY TIPPING BOX, USEFUL LOAD (\*) = 14,000 kg.

**41526360 - *T2ET 16000***

SEMI-TRAILER - 2 REAR AXLES, TANDEM, THREE-WAY TIPPING BOX, USEFUL LOAD (\*) = 16,000 kg.

**41526380 - *T2ET 18000***

SEMI-TRAILER - 2 REAR AXLES, TANDEM, THREE-WAY TIPPING BOX, USEFUL LOAD (\*) = 18,000 kg.

(\*) Pay attention to points 4.6 and 4.7 of the "User Manual" and the characteristics of your equipment.

#### 3.2. THREE-WAY TRAILERS - *G2ET / G3ET*



**41526310 - *G2ET 10000***

TRAILER - 1 REAR AXLE + 1 TURNING FRONT AXLE, THREE-WAY TIPPING BOX, USEFUL LOAD (\*) = 10,000 kg.

**41526330 *G2ET 12000***

TRAILER - 1 REAR AXLE + 1 TURNING FRONT AXLE, THREE-WAY TIPPING BOX, USEFUL LOAD (\*) = 12,000 kg.

**41526350 *G2ET 14000***

TRAILER - 1 REAR AXLE + 1 TURNING FRONT AXLE, THREE-WAY TIPPING BOX, USEFUL LOAD (\*) = 14,000 kg.

**41526370 *G2ET 16000***

TRAILER - 1 REAR AXLE + 1 TURNING FRONT AXLE, THREE-WAY TIPPING BOX, USEFUL LOAD (\*) = 16,000 kg.

**41526390 *G3ET 18000***

TRAILER - 2 REAR AXLES + 1 TURNING FRONT AXLE, THREE-WAY TIPPING BOX, USEFUL LOAD (\*) = 18,000 kg.

(\*) Pay attention to points 4.6 and 4.7 of the "User Manual" and the characteristics of your equipment.

#### 4. GENERAL SAFETY RULES



*Before performing any maintenance or repair operations on the equipment that require tipping, ensure that the vehicle is properly supported. Switch off the engine and ensure that the tractor's brakes are properly on before conducting any operation that could affect the safety of the operator or third parties.*

*Serious fatal errors could occur if due precautions are not taken and all safety measures are not respected.*

*Equipment must only be repaired, and damaged components only replaced, by people approved or qualified for this purpose.*

*Always use the most appropriate tools and protection equipment during maintenance operations and repairs to vehicle faults.*

*Ensure that all replacement parts or components are compatible with the equipment and that they do not affect the vehicle's safety, your safety or that of the operator or third parties*

*It is recommended that the manufacturer's original spare / replacement parts are always used, to guarantee that they fit properly and that they do not affect the vehicle's structural capacity or safety.*

*Ensure that your equipment undergoes all inspections and services at specific time intervals.*

#### **Alterations to the Trailer / Semi-Trailer:**

*The chassis structure, wheels, braking system, hydraulic system and electrical system must not be modified or converted, as they are important safety elements and they could affect the equipment's safety if altered.*



- 4.1.** Whenever carrying out coupling or decoupling operations of the semi-trailer / trailer, it is strictly forbidden to stand between the tractor and trailer unless they are properly immobilised with the parking brake on and chocks on the wheels.
- 4.2.** When it is necessary to couple the trailer/semi-trailer to the tractor, always stand off to one side of the tractor and ensure that the safety pin is correctly fitted.
- 4.3.** Always use suitable clothes and shoes and avoid the use of long or loose clothing.
- 4.4.** Never perform maintenance work when the box is lifted without first placing the safety prop between the upper chassis and the lower chassis.
- 4.5.** Do not allow people to stand or ride on the agricultural trailer/semi-trailer.
- 4.6.** Always check the pressure and general condition of the trailer's tyres prior to each use.
- 4.7.** Legal equipment load limits must not be exceeded.
- 4.8.** Always comply with your tractor's towing load limits.
- 4.9.** Check hydraulic / pneumatic hoses on a regular basis and replace them if they are damaged or old. The replacement hoses should comply with the technical requirements of the manufacturer.
- 4.10.** Check oil levels, and always keep the lubrication points lubricated.
- 4.11.** Before starting transport, check that the braking system works properly.
- 4.12.** Following all rules in force when driving on public roads. Always check that the lighting devices fitted to the rear, side and front of the vehicle operate correctly.

## 5. SELF-ADHESIVE SAFETY / WARNING LABELS

Warning stickers form part of the User Manual. Respect all operations, ensure that stickers remain legible and immediately replace any lost labels.



- ALWAYS READ THE USER MANUAL



- DANGER! ARTICULATED MACHINERY.



- DANGER OF CRUSHING! ALWAYS FIT THE SAFETY PROP.



- DANGER OF CRUSHING! BOX WITH TIPPING.



- DANGER OF CRUSHING! DO NOT TIP ON INCLINED GROUND.



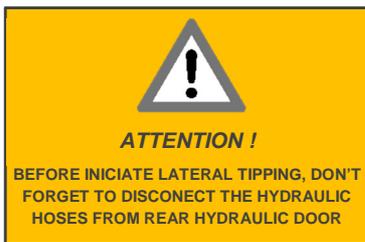
- DANGER OF CRUSHING! TIPPING HYDRAULIC REAR DOOR



- DANGER OF CRUSHING! TIPPING HYDRAULIC REAR DOOR



- DANGER! KEEP THE BOX/CHASSIS BALANCE IN MIND. ENSURE THAT IT IS BALANCED BEFORE FULLY OPENING THE TIPPING CYLINDER.



\* OPTIONAL – HYDRAULIC REAR DOOR  
 - ATTENTION ! BEFORE INICIATE LATERAL TIPPING, DON'T FORGET TO DISCONNECT THE HYDRAULIC HOSES FROM REAR HYDRAULIC DOOR



- LUBRICATION POINT.



- TYRE PRESSURE.

**NOTE:** Read the label affixed to your TRAILER / SEMI-TRAILER!  
 Inflation pressure varies depending on the tyre that is fitted!



- INDICATION OF WHEEL TIGHTENING FREQUENCY

## 6. SIGNALIZATION SIGNS AND LIGHTS

All TRAILER / SEMI-TRAILER models are equipped with signalization signs and light devices, as per current legislation in each country.

The following images show some of these devices, which vary from country to country.



*T2ET*  
*SEMI-TRAILER*

*LIGHT + FRONT REFLECTOR*



*LIGHT + FRONT REFLECTOR*

*G2ET*  
*G3ET*  
*TRAILER*

*LIGHT + FRONT REFLECTOR*



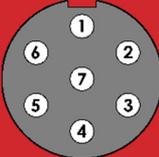
*LIGHT + FRONT REFLECTOR*

## 6.1. CONNECTION TO THE TRACTOR'S ELECTRICAL SYSTEM – PLUG



**WARNING!** *Failure to take notice of this warning could lead to damage to property, serious injury or death !*

**PLUG**  
(Cod: 20303001)

PIN	COLOUR	CIRCUIT
1	BLUE / (GREEN*)	<b>RIGHT INDICATOR LIGHT</b> • OPTIONAL LED (GREEN)
2	WHITE (x2)	<b>MASS</b>
3	“FREE” / (BLUE*)	• OPTIONAL LED
4	YELLOW	<b>LEFT INDICATOR LIGHT</b>
5	RED	<b>BRAKE</b>
6	BROWN (x2)	<b>POSITION LIGHT</b>
7	BLACK	<b>POSITION LIGHT</b>

Follow the inspection procedure set out below for good performance and durability of the trailer's lighting and wiring system:

- *Clear all reflective components and all other lighting devices thoroughly.*
- *Check that all bulbs are working correctly, and replace all blown or damaged bulbs, as well as reflective elements in poor condition.*
- When replacing, always use bulbs with the same power, as well as the most appropriate reflective components.
- Inspect all cables and verify if they are damaged. Cables must be properly supported and protected, and their connection plugs must be tight.
- Any damaged cables must be replaced with new cables of the same dimensions, in order to guarantee the connection of elements that they run to.

**NOTE:**

*If you need to test bulbs, use a 12V DC power supply. Never use battery chargers or transformers.*

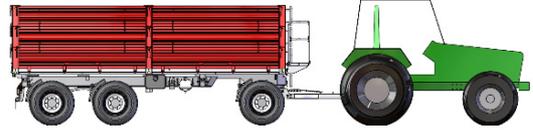


*- Lighting system diagrams are shown on the exploded diagrams document: “Spare Parts List”, which is sent with the User Manual.*

## 7. TRACTOR - TRAILER / SEMI-TRAILER COUPLINGS

There should be nobody present in the danger zone between the tractor and trailer when it is necessary to couple / decouple the trailer from the tractor!

**NOTE:** Before starting the coupling operation, ensure that the semi-trailer / trailer is on flat ground, and that the hand brake / parking brake are properly on. If it has chocks, always ensure that the trailer's wheels are chocked prior to starting the following procedures.



### 7.1. TRACTOR WITH HOLE COUPLER

- 1º Align and move the tractor's coupler towards the trailer's drawbar;
- 2º Connect the drawbar's traction/safety chains to the tractor;
- 3º Connect the trailer's hydraulic system hoses to the tractor's respective hydraulic sockets - (the tractor must be off);  
  
See *Connection of the Tipping Hydraulic System* - page 12
- 4º Connect the plug of the trailer's electrical system to the tractor's socket;
- 5º SEMI-TRAILERS (T2ET) - Operate the drawbar's hydraulic cylinder to level the coupling eye with the tractor's coupler;

TRAILERS (G2ET / G3ET) - Manually adjust the height of the drawbar with the help of the spring, fixing it with the chain links; such that this is fixed at an adequate height for the coupling eye to receive the tractor's coupling;

- 6º Slowly reverse the tractor until the tractor's coupler hole is aligned with the hole of the semi-trailer / trailer's coupling eye. When these are properly aligned, put the tractor's brake on and place the fixing bolt in the coupler, together with the bolt's specific safety system;
- 7º SEMI-TRAILERS (T2ET) - Retract the drawbar's hydraulic cylinder to its working position;
- 8º Remove the chocks from the wheels (if fitted) and release the hand/parking brake.



**PEOPLE LOCATED IN THE HAZARD AREA BETWEEN THE TRACTOR AND THE SEMI-TRAILER / TRAILER MAY BE CRUSHED OR RUN OVER!**

- ▶ ENSURE ALL PEOPLE ARE KEPT OUT OF THE HAZARD AREA WHEN COUPLING / UNCOUPLING THE TRAILER;
- ▶ NO PERSON IS AUTHORISED TO REMAIN ALONGSIDE THE AXLES OF THE SEMI-TRAILER / TRACTOR WHEN THEY ARE BEING COUPLED;
- ▶ THE TRACTOR'S DRIVER MUST ALWAYS STAY WELL CLEAR OF VEHICLE WHEELS

## 7.2. TRACTOR WITH QUICK COUPLER

- 1º *Align and move the tractor's coupler towards the semi-trailer / trailer's drawbar;*
- 2º *Connect the drawbar's traction (safety) chains to the tractor;*
- 3º *Connect the trailer's hydraulic system hoses to the tractor's respective hydraulic circuits (the tractor must be off);*
- 4º *Connect the plug of the trailer's electrical system to the tractor's socket;*
- 5º *SEMI-TRAILERS (T2ET) - With the tractor's coupler fully lowered, operate the drawbar's hydraulic cylinder to position the coupling eye slightly above the level of the tractor's quick coupler;*  
*TRAILERS (G2ET / G3ET) - With the tractor's coupler fully lowered, manually adjust the height of the drawbar with the help of the spring, fixing it with the chain links, such that this is fixed in place and the coupling eye is slightly above the level of the tractor's quick coupler.*
- 6º *With the tractor's coupler in its fully lowered position, slowly reverse the tractor until it reaches a position where the trailer's coupling eye can be coupled to the tractor's coupler. Once this position has been guaranteed, apply the tractor's brake;*
- 7º *Raise the tractor's quick coupler using the levelling control command (see the tractor's instruction manual). Ensure that the coupling operation has been carried out correctly, and that the safety system operates properly. Next, apply the tractor's brake;*
- 8º *SEMI-TRAILERS (T2ET) - Retract the drawbar's hydraulic cylinder to its operating position;*
- 9º *Remove the chocks from the wheels and release the hand/parking brake.*

## 7.3. CONNECTION BETWEEN THE HYDRAULIC TIPPING SYSTEM AND THE TRACTOR



**Note:** *For safety reasons, never connect/disconnect the tractor's hydraulic hoses while the box is tipped! When connecting the hoses, ensure that the quick connect valves are not dirty!*

- 1º *Ensure that the box is not tipped;*
- 2º *Lower the tractor's linkage to gain access to the tractor's hydraulic sockets zone;*
- 3º *Switch off the tractor's engine;*
- 4º *Connect the trailer's hydraulic hoses system to the tractor's respective hydraulic sockets; "When connecting the hydraulic hoses, ensure that the quick connect valves are not dirty! "*
- 5º *Turn on the tractor's engine and re-position the linkage in its elevated position to prevent collision with the drawbar during transport.*

#### 7.4. HYDRAULIC BRAKING SYSTEM CONNECTION

- 1º Switch off the tractor's engine;
- 2º Connect the trailer's hydraulic hoses to the tractor's corresponding brake socket;  
"When connecting the hoses, ensure that the quick connect valves are not dirty! "
- 3º Turn on the tractor's engine and test the braking system to ensure that it is operating correctly.



**Note:** Do not drive on public roads if the braking system is not operating correctly, or if any anomaly is detected that could affect the safety of the vehicle or people!

#### 7.5. PNEUMATIC BRAKING SYSTEM CONNECTION (\*OPTIONAL)

- 1º Switch off the tractor's engine;
- 2º Connect the trailer/semi-trailer's pneumatic braking hoses to the tractor's sockets;
- 3º Turn on the tractor's engine and test the braking system to ensure that it is operating correctly.



**Note:** Do not drive on public roads if the braking system is not operating correctly, or if any anomaly is detected that could affect the safety of the vehicle or people!



- Diagrams of hydraulic systems and pneumatic braking, as well as lighting systems, can be found on the exploded diagrams document: "Spare Parts List", which is sent along with the User Manual.

## 7.6. CONNECTION OF THE DRAWBAR'S HYDRAULIC JACK - SEMI-TRAILERS (T2ET)



"If you experience difficulties connecting the tractor to the hydraulic hose fitted to the stopcock, first ensure that the stopcock is fully closed and try operating the ball in the tractor's quick attachment valve, to depressurise the short link present between these two elements. After doing this, it should be easy to make the coupling."

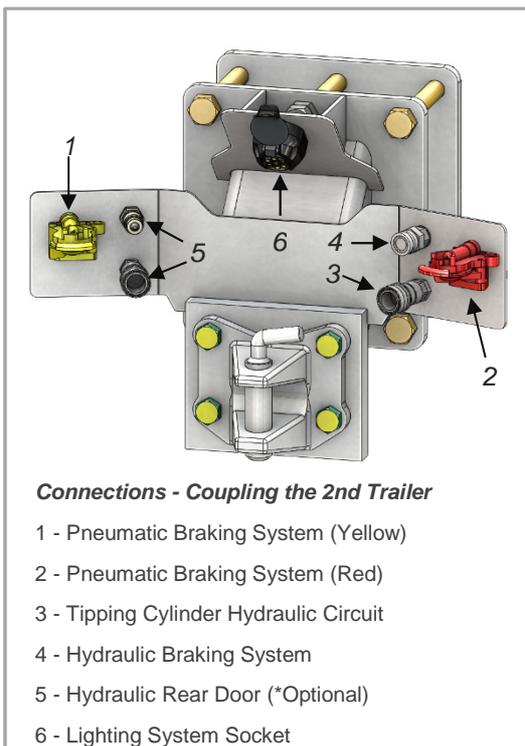
- 1° Switch off the tractor's engine;
- 2° Whenever connecting/disconnecting the drawbar hydraulic cylinder's opening/closing hoses, always close the stopcock found in the cylinder's Ø3/8" hose;
- 3° After ensuring that the stopcock fitted to the drawbar's jack is properly closed, the hoses for the drawbar's hydraulic cylinder may be disconnected/connected to the tractor's respective sockets;

**Note:** Never disconnect the tractor's hoses without first closing the safety stopcock!

- 4° To operate the hydraulic cylinder fitted to the drawbar's jack, properly connect the hydraulic hoses to the tractor and open the stopcock fitted to the cylinder's hydraulic hose. Next, turn on the tractor and operate the cylinder safely.

## 7.7. COUPLER FOR 2ND TRAILER (\*OPTIONAL)

Trailers and semi-trailers offer the option of a 2nd trailer coupler, as shown on the following images.



"When coupling the 2nd trailer, ensure that all hydraulic and/or pneumatic connections are properly connected, and that the systems operate correctly. Always test the systems before moving off. Ensure that the eye's coupling bolt is installed correctly, and with the safety pin fitted."

## 8. PRECAUTIONS PRIOR TO STARTING TRANSPORT AND TIPPING

### 8.1. Tyre dimensions, pressures and tightening wheels.



- Before starting transport, check the tyre pressure and occasionally the tightness of wheel nuts

#### 8.1.1 - TECHNICAL SPECIFICATION

##### TYRE DIMENSIONS AND PRESSURES / WHEEL TIGHTENING TORQUE

##### THREE-WAY TIPPING SEMI-TRAILERS - T2ET (STANDARD)

DIMENSION TYRE / WHEEL	MAX. PRESSURE		BOLTS	RECOMMENDED TORQUE (N.M)
	(BAR)	(Psi)		
385 / 65 R 22.5 (8/0 A3 220x275)	9 - 10	128 - 142	8 x M20	350 to 380
425 / 65 R 22.5 (10/0 281x335)	8,5 - 9	120 - 128	10 x M22	400 to 420

\* Other tyres / wheels - please ask.



#### 8.1.2 - TECHNICAL SPECIFICATIONS

##### TYRE DIMENSIONS AND PRESSURES / WHEEL TIGHTENING TORQUE

##### THREE-WAY TIPPING TRAILERS - G2ET / G3ET (STANDARD)

DIMENSION TYRE / WHEEL	MAX. PRESSURE		BOLTS	RECOMMENDED TORQUE (N.M)
	(BAR)	(Psi)		
385 / 65 R 22.5 (8/0 A3 220x275)	9 - 10	128 - 142	8 x M20	350 to 380
435 / 50 R 19.5 (8/0 221x275)	9	128	8 x M20	350 to 380

\* Other tyres / wheels - please ask.

\* SAMPLE INFORMATIVE SELF-ADHESIVE LABELS ABOUT TYRE PRESSURE AND WHEEL TIGHTENING - check your equipment!



**8.2.** Ensure that indicator lights are in good condition and that the lighting system operates correctly.

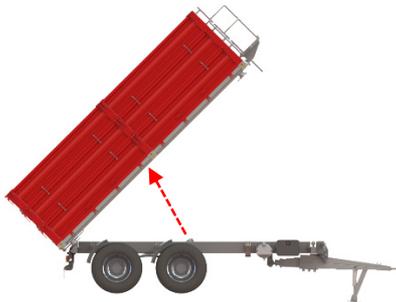
**8.3.** Test the hydraulic / pneumatic circuits (for tipping and braking) and always release the trailer's brakes before moving off.

## 8.4. TIPPING – MOUNTING PEGS

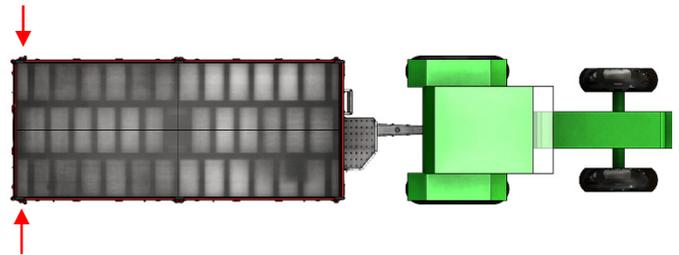


- Before starting tipping, fit the tipping pegs properly!
- Always fit the safety pin in the pegs!

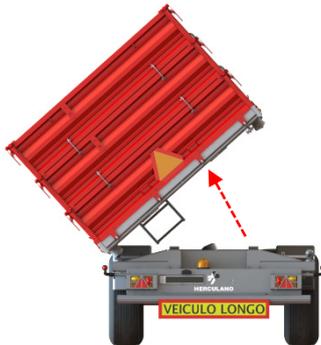
### 8.4.1. TIPPING TOWARDS THE REAR



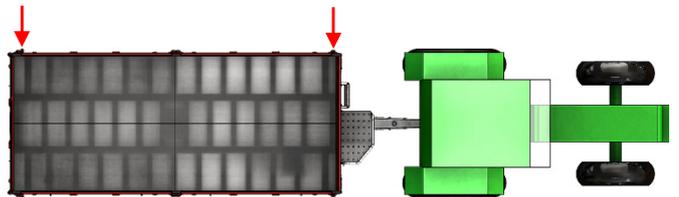
#### CORRECT MOUNTING OF PEGS



### 8.4.2. TIPPING TO THE LEFT

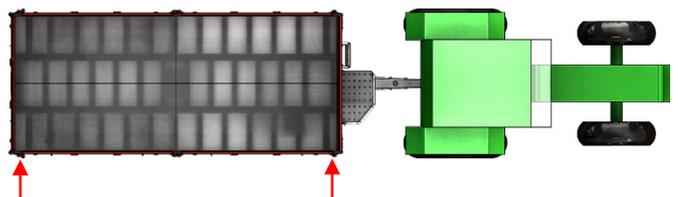


#### CORRECT MOUNTING OF PEGS



- IF YOUR TRAILER / SEMI-TRAILER IS EQUIPPED WITH THE REAR HYDRAULIC DOOR, DON'T FORGET TO DISCONNECT THE RESPECTIVE HYDRAULIC HOSES BEFORE TIPPING THE BOX. TO AVOID HOSES DAMAGES AND ACCIDENTS!

### 8.4.3. TIPPING TO THE RIGHT



#### CORRECT MOUNTING OF PEGS



- IF YOUR TRAILER / SEMI-TRAILER IS EQUIPPED WITH THE REAR HYDRAULIC DOOR, DON'T FORGET TO DISCONNECT THE RESPECTIVE HYDRAULIC HOSES BEFORE TIPPING THE BOX. TO AVOID HOSES DAMAGES AND ACCIDENTS!

## 9. CARE DURING TRANSPORT AND WORK



- 9.1. *Ensure that the tractor is wide enough to haul the trailer / semi-trailer;*
- 9.2. *Always use a recognised coupling peg, along with a safety pin for the drawbar's coupling eye, to be coupled to the tractor's coupler.*
- 9.3. *Keep in mind the type of ground that you're driving on, and adjust the load of your trailer or semi-trailer;*
- 9.4. *Distribute the load uniformly over the loading area of the trailer/semi-trailer and do not overload the vehicle;*
- 9.5. *Trailer walls must be fixed in place before moving off.*
- 9.6. *Do not drive or tip the trailer on sloping and/or unstable ground. Driving should be adapted to the corresponding terrain and the ground conditions.*
- 9.7. *Ensure that the tipping pegs are installed in the correct position for tipping as desired;*
- 9.8. *Before opening the trailer wall on the desired tipping side, always stand in a safe place to avoid being crushed or buried by the material being unloaded;*
- 9.9. *Do not force the hydraulic tipping cylinder to the end of its travel, and do not make sharp movements;*
- 9.10. *Make sure that the tractor is aligned with the trailer before tipping;*
- 9.11. *Do not allow people to stand next to the trailer/semi-trailer when tipping or reversing;*
- 9.12. *Keep clear of the trailer / semi-trailer when tipping or tipped;*
- 9.13. *Do not move the tractor while the box is tipped;*
- 9.14. *If your TRAILER / SEMI-TRAILER is equipped with the HYDRAULIC REAR DOOR, before initiate lateral tipping, disconnect the respective hydraulic hoses.*
- 9.15. *If your TRAILER / SEMI-TRAILER is equipped with the HYDRAULIC REAR DOOR, during closing make sure that the locking latches properly lock the door. For that, maintain de closing function activated for 2 or 3 seconds after the door completely touch the rear columns.*
- 9.16. *When tipping to the side, never fully open the hydraulic tipping cylinder;*
- 9.17. *Never decouple the trailer / semi-trailer without first applying the brakes, placing the chocks on the wheels and activating the drawbar's hydraulic jack;*

## 10. TECHNICAL CHARACTERISTICS (1) - MODELS / VERSIONS



The stated values relate to "STANDARD" models - Values vary according to the wheel that is used!

### 10.1 THREE-WAY TIPPING SEMI-TRAILERS - T2ET

DESIGNATION	T2ET 10000 (COD:41526300)	T2ET 12000 (COD:41526320)	T2ET 14000 (COD:41526340)	T2ET 16000 (COD:41526360)	T2ET 18000 (COD:41526380)
BOX height - 1 level	0.5 m				
BOX height - 2 levels	1.0 m				
BOX height - 3 levels	1.5 m				
BOX volume - 1 level (0.5m)	5.5 m <sup>3</sup>	6 m <sup>3</sup>	6.7 m <sup>3</sup>	7.2 m <sup>3</sup>	7.9 m <sup>3</sup>
BOX volume - 2 levels (1.0m)	11 m <sup>3</sup>	12 m <sup>3</sup>	13.4 m <sup>3</sup>	14.4 m <sup>3</sup>	15.8 m <sup>3</sup>
BOX volume - 3 levels (1.5m)	16.5 m <sup>3</sup>	18 m <sup>3</sup>	20.1 m <sup>3</sup>	21.6 m <sup>3</sup>	23.7 m <sup>3</sup>
Platform Area	11 m <sup>2</sup>	12 m <sup>2</sup>	13.4 m <sup>2</sup>	14.4 m <sup>2</sup>	15.8 m <sup>2</sup>
Internal Length - BOX	4540 mm	4940 mm	5540 mm	5940 mm	6540 mm
Internal Width - BOX	2340 mm				
External Length - BOX	4600 mm	5000 mm	5600 mm	6000 mm	6610 mm
External Width - BOX	2410 mm				
Maximum total length	6250 mm	6650 mm	7250 mm	7650 mm	8250 mm
Maximum total width	2550 mm				
Fully tipped height - 1 level	4690 mm	5200 mm	5350 mm	5920 mm	6090 mm
Fully tipped height - 2 levels	5030 mm	5520 mm	5720 mm	6260 mm	6460 mm
Fully tipped height - 3 levels	5370 mm	5830 mm	6070 mm	6590 mm	6830 mm
Maximum drawbar load	3.000kg (vert.) 25.000kg (horiz.)				
Tipping cylinder - No. of sections	5	6	6	7	7
Tipping cylinder – Ø	165 mm	165 mm	165 mm	185 mm	185 mm
Tipping cylinder – Travel	1625 mm	1947 mm	1947 mm	2271 mm	2271 mm
Tipping cylinder – Pressure	180 bar				
Tipping Cylinder - Oil Volume	15.1 l	16 l	16 l	22.6 l	22.6 l
Tipping angle - Rear	52°	52°	52°	49°	52°
Tipping angle - Side	45 °	45 °	45 °	45 °	45 °
Axle Track - STANDARD	2000 mm				
Axle Frame	90 mm	100 mm	100 mm	100 mm	110 mm
Hub - Brakes	400x80 mm				
No. of Bolts - Axle	8	8	8	10	10

## 10. TECHNICAL CHARACTERISTICS (2) - MODELS / VERSIONS



The stated values relate to "STANDARD" models - Values vary according to the wheel that is used!

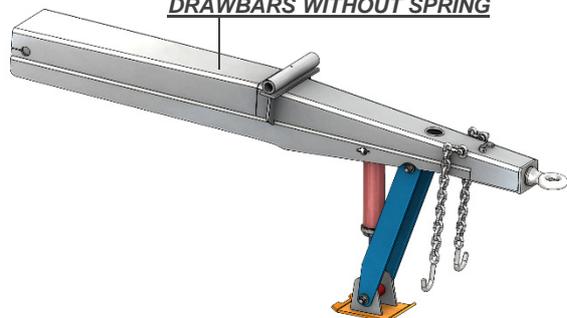
### 10.2 - THREE-WAY TIPPING TRAILERS - G2ET / G3ET

DESIGNATION	G2ET 10000 (COD:41526310)	G2ET 12000 (COD:41526330)	G2ET 14000 (COD:41526350)	G2ET 16000 (COD:41526370)	G3ET 18000 (COD:41526390)
BOX height - 1 level	0.5 m				
BOX height - 2 levels	1.0 m				
BOX height - 3 levels	1.5 m				
BOX volume - 1 level (0.5m)	5.5 m <sup>3</sup>	6 m <sup>3</sup>	6.7 m <sup>3</sup>	7.2 m <sup>3</sup>	7.9 m <sup>3</sup>
BOX volume - 2 levels (1.0m)	11 m <sup>3</sup>	12 m <sup>3</sup>	13.4 m <sup>3</sup>	14.4 m <sup>3</sup>	15.8 m <sup>3</sup>
BOX volume - 3 levels (1.5m)	16.5 m <sup>3</sup>	18 m <sup>3</sup>	20.1 m <sup>3</sup>	21.6 m <sup>3</sup>	23.7 m <sup>3</sup>
Platform Area	11 m <sup>2</sup>	12 m <sup>2</sup>	13.4 m <sup>2</sup>	14.4 m <sup>2</sup>	15.8 m <sup>2</sup>
Internal Length - BOX	4540 mm	4940 mm	5540 mm	5940 mm	6540 mm
Internal Width - BOX	2340 mm				
External Length - BOX	4600 mm	5000 mm	5600 mm	6000 mm	6600 mm
External Width - BOX	2410 mm				
Total length	6500 mm	6900 mm	7500 mm	7900 mm	8500 mm
Total width	2550 mm				
Fully tipped height - 1 level	4660 mm	5160 mm	5280 mm	5820 mm	5920 mm
Fully tipped height - 2 levels	5000 mm	5470 mm	5640 mm	6150 mm	6280 mm
Fully tipped height - 3 levels	5340 mm	5780 mm	5990 mm	6470 mm	6640 mm
Maximum drawbar load: Horizontal	25.000 Kg				
Tipping cylinder - No. of sections	5	6	6	7	7
Tipping cylinder – Ø	165 mm	165 mm	165 mm	185 mm	185 mm
Tipping cylinder – Travel	1625 mm	1947 mm	1947 mm	2271 mm	2271 mm
Tipping cylinder – Pressure	180 bar				
Tipping Cylinder - Oil Volume	15.1 l	16 l	16 l	22.6 l	22.6 l
Tipping angle - Rear	47°	52°	45°	49°	44°
Tipping angle - Side	45°	45°	45°	45°	45°
Axle Track - STANDARD	1850 mm	1850 mm	1850 mm	1850 mm	2000 mm
Axle Frame	100 mm				
Hub - Brakes	400x80	400x80	400x80	400x80	400x80
No. of Bolts - Axle	8	8	8	8	8

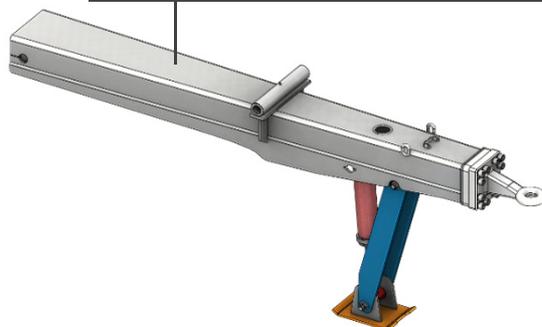
## 11. OPTIONAL EQUIPMENT: *T2ET; G2ET / G3ET*

### 11.1. OPTIONAL DRAWBARS - SEMI-TRAILERS – *T2ET* “

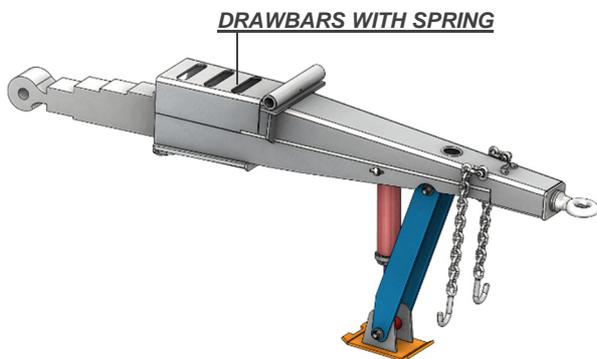
DRAWBARS WITHOUT SPRING



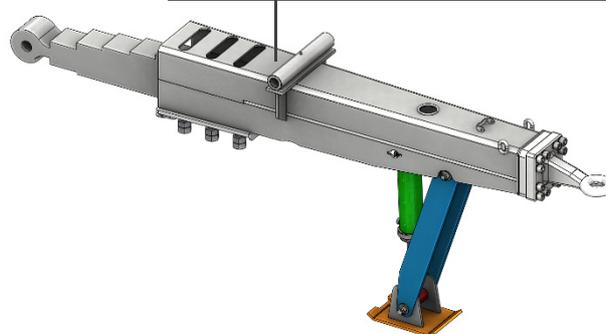
DRAWBARS WITHOUT SPRING AND FLANGED



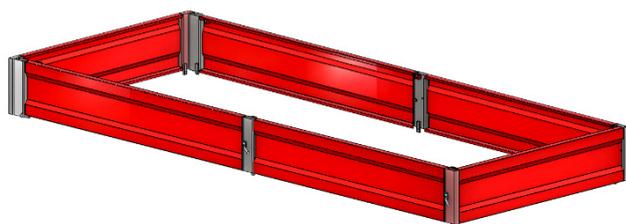
DRAWBARS WITH SPRING



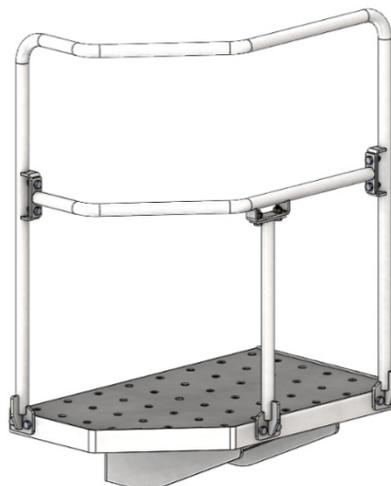
DRAWBARS WITH SPRING AND FLANGED



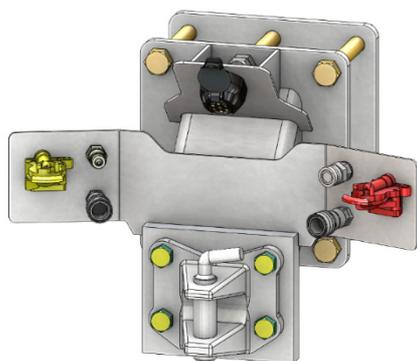
### 11.2. ADDITIONAL LATERAL SIDES



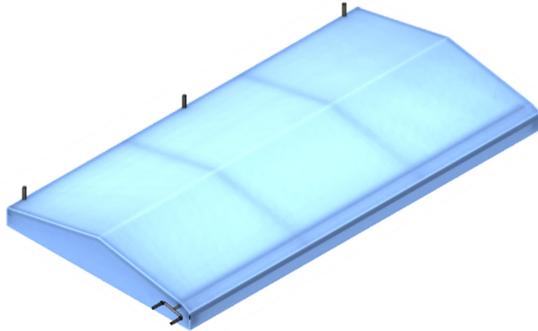
### 11.3. FRONT PLATFORM



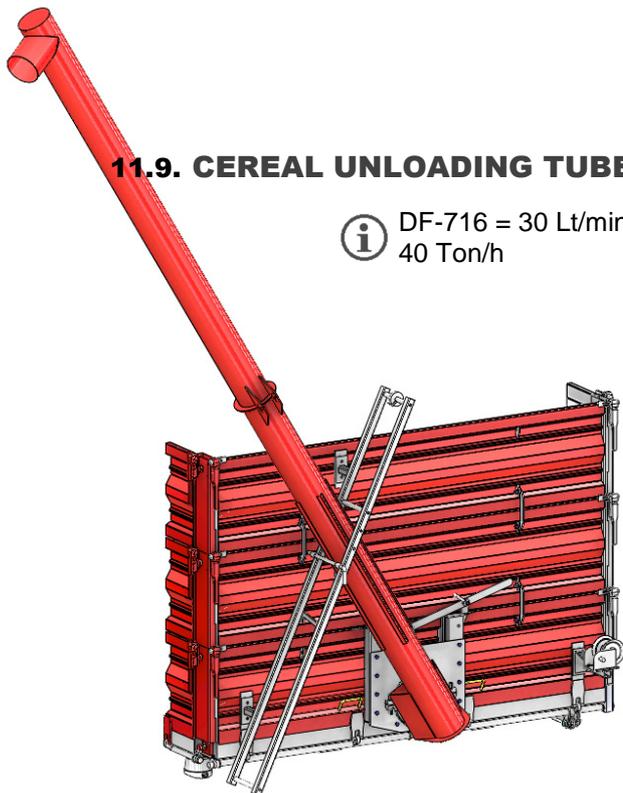
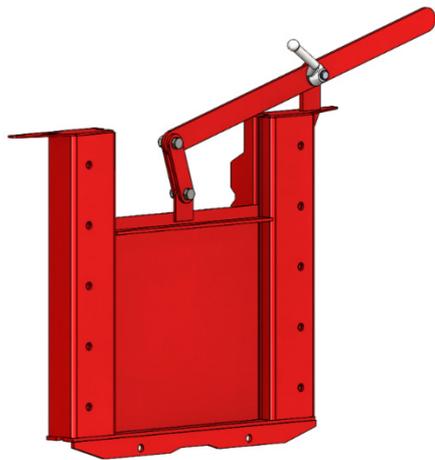
### 11.4. 2ND TRAILER COUPLER



### 11.5. ROLLING CANOPY



### 11.7. CEREAL EXIT DOOR



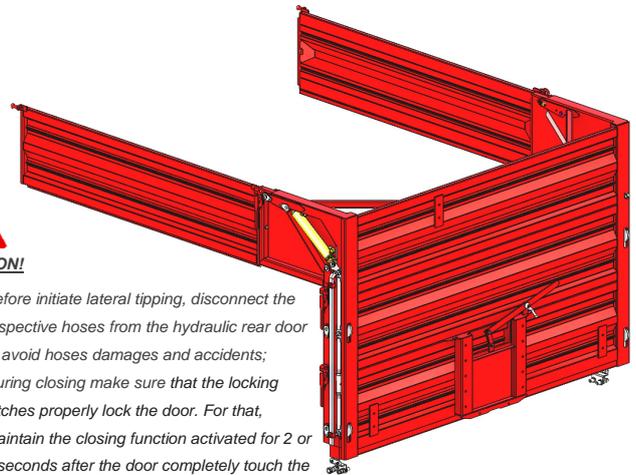
### 11.9. CEREAL UNLOADING TUBE

**i** DF-716 = 30 Lt/min  
40 Ton/h

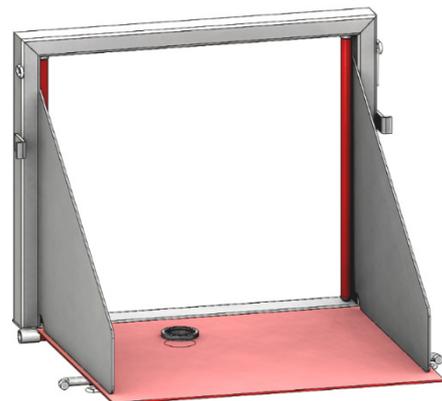
### 11.6. HYDRAULIC REAR DOOR



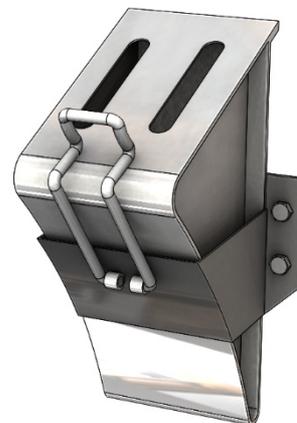
- Before initiate lateral tipping, disconnect the respective hoses from the hydraulic rear door to avoid hoses damages and accidents;
- During closing make sure that the locking latches properly lock the door. For that, maintain the closing function activated for 2 or 3 seconds after the door completely touch the rear columns.

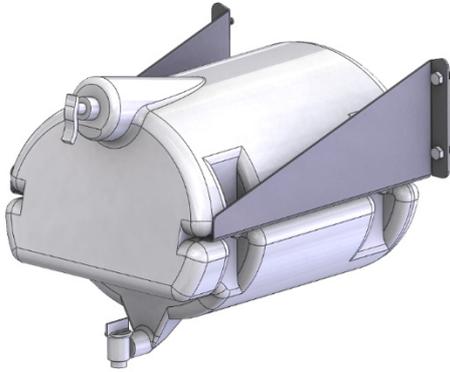


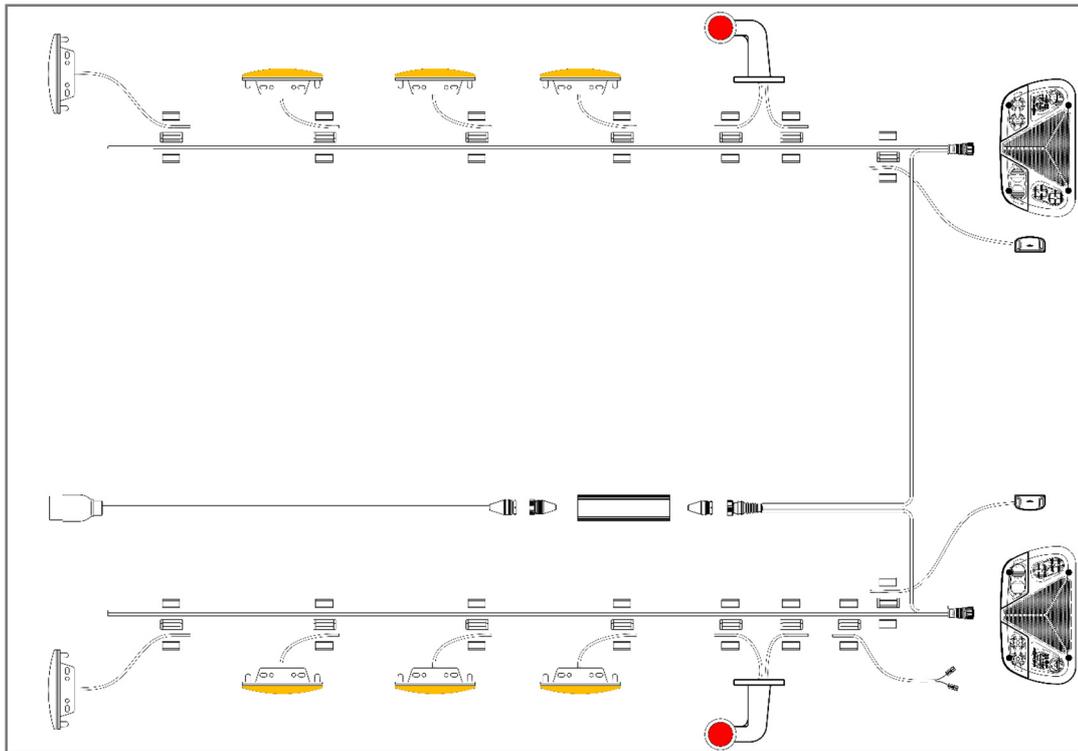
### 11.8. TOMATO EXIT DOOR



### 11.10. WHEEL CHOCKS



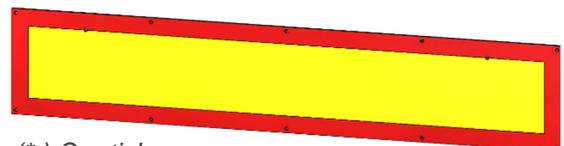
**11.11. WATER TANK**

**11.12. ROTATING LIGHT KIT**

**11.13. LED LIGHTING KIT**

**11.14. LONG VEHICLE PLATE KIT**

APPLIED IN PORTUGAL



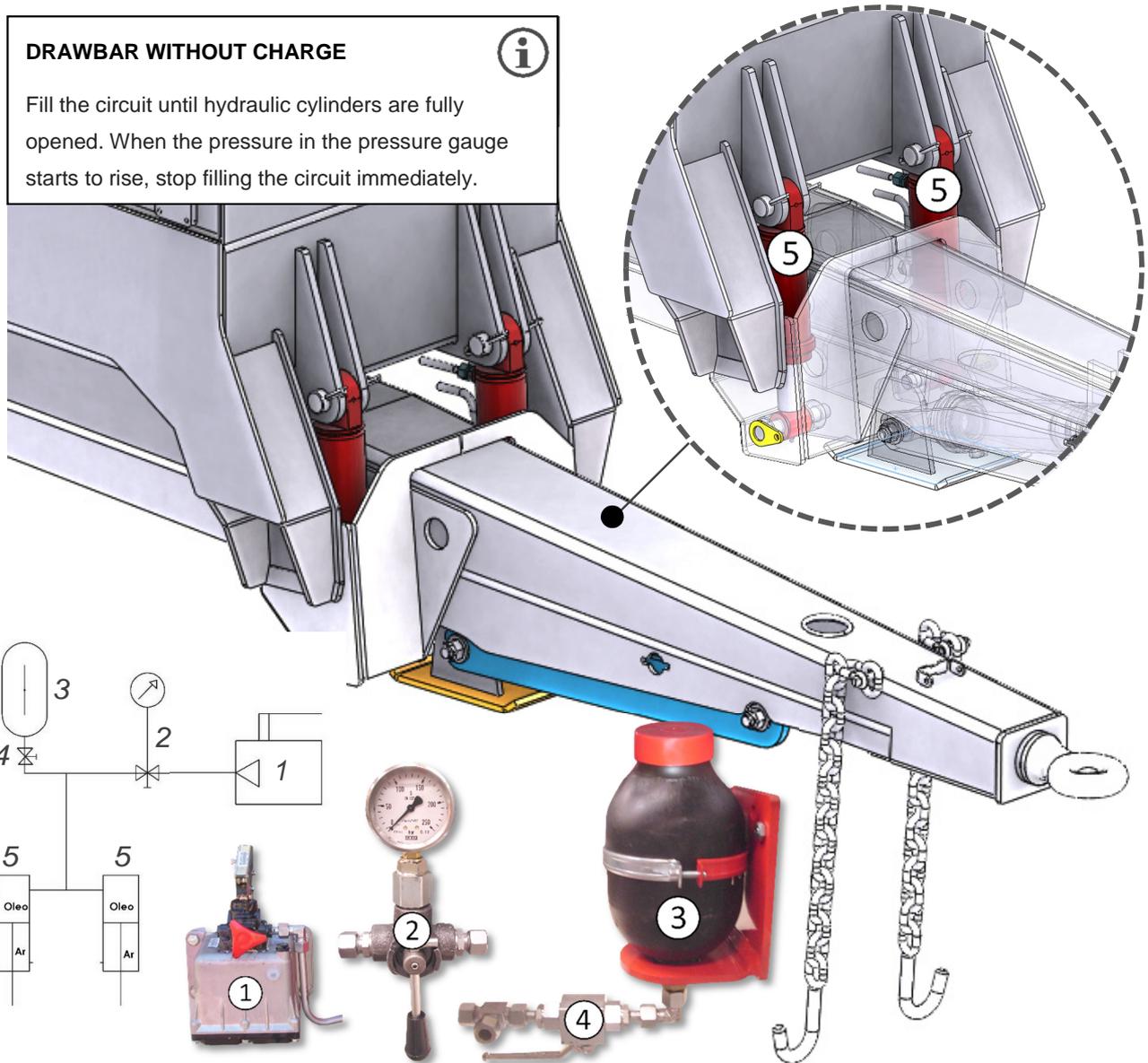
APPLIED IN SPAIN



(\* ) Or sticker

**11.15. HIDRO-PNEUMATIC DRAWBAR - \*OPTIONAL SEMI-TRAILERS T2ET**
**DRAWBAR WITHOUT CHARGE**


Fill the circuit until hydraulic cylinders are fully opened. When the pressure in the pressure gauge starts to rise, stop filling the circuit immediately.



- 1 – Oil tank with manual pump. (to fill the circuit, tractor's oil is not necessary)  
 2 – Safety valve with pressure control manometer  
 3 – Battery connected to the upper chambers of the hydraulic cylinders for cushioning  
 4 – Manual valve (activate / deactivate cushioning)  
 5 – Hydraulic Cylinders - cushioning

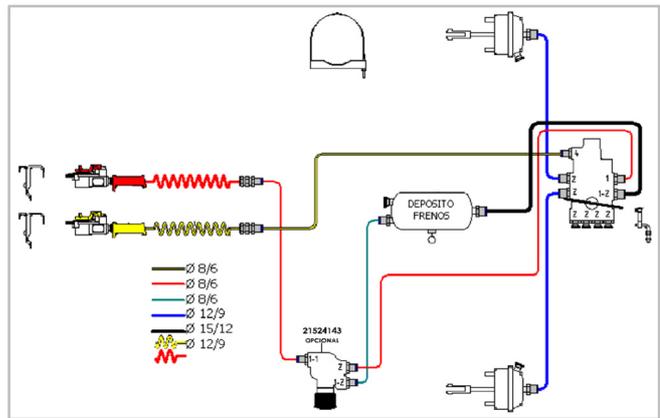

**Possible Anomalies:**

- **Drawbar cylinder is down!** – Leak in the hydraulic system. Fill the system to pull up the hydraulic cylinder of the drawbar (with unloaded vehicle). Stop until the value in the manometer reach the pre load charge value mentioned in the accumulator or the sticker.
- **The hydro-pneumatic drawbar don't performs correctly cushioning (drawbar too rigid)** - With the trailer unloaded, make sure the pre-load value is greater than the value indicated in the accumulator. If this is the case, remove oil from the circuit until the pre-load value is reached.

### 11.16. PNEUMATIC BRAKING SYSTEM - with / without ALB

**i** “ALB braking systems are fitted with a valve and load sensor, which adjust the pressure applied to the brake, according to the load placed on the axle. The greater the load applied, the higher the pressure exerted on the pneumatic braking system. (The valve has a mechanical actuator that is actuated according to the bending of the springs and of the respective axle).

- Pneumatic Braking System (With ALB)
  - 2 Axles / 1 Cylinder
  - 2 Axles / 2 Cylinders
  - 3 Axles / 2 Cylinders
- Pneumatic Braking System (Without ALB)
  - 2 Axles / 1 Cylinder
  - 2 Axles / 2 Cylinders
  - 3 Axles / 2 Cylinders



*Example: Pneumatic Braking Diagram (With ALB)*

2 axles / 1 cylinder per axle

G2ET 10000 / 12000

See the diagrams in document: “Spare Parts List”

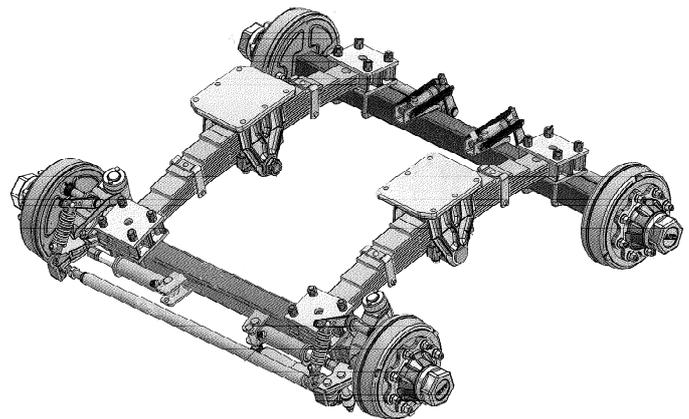
### 11.17. SELF-STEERING BOGIE

**i** (\*) Optional for semi-trailers:  
T2ET – 10000 / 12000 / 14000 / 16000 / 18000

“The bogie with steerable axle considerably reduces tyre wear, improves the vehicle’s manoeuvrability and significantly reduces passive reactions in the wheels and chassis.

- The self-steering axle may be left unlocked for when moving at up to 15 km/h. It must always be locked above this speed.”

**Note:** If you need to initiate a reversing manoeuvre, first make sure you align the steering axle straight, then lock it. If you want to remain reversing the vehicle, the steering axle must be always locked.

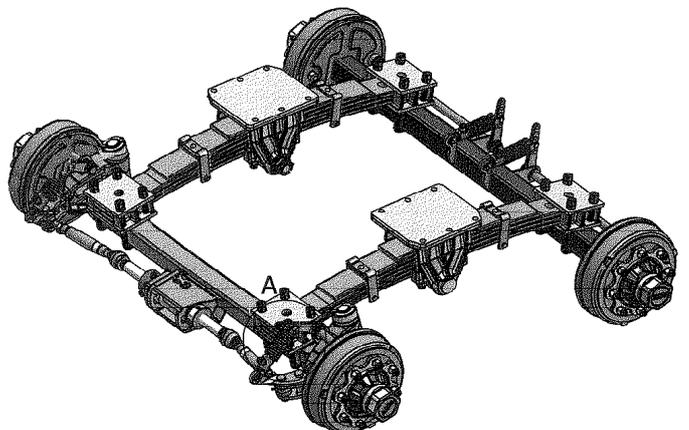


### 11.18. FORCED STEERING BOGIE

**i** (\*) Optional for semi-trailers:  
T2ET – 10000 / 12000 / 14000 / 16000 / 18000

“Bogies with forced steering axles are fitted with hydraulic cylinders coupled between the tractor and semi-trailer, which are actuated depending on the curvature radius described by the tractor. Pressurised oil from this cylinder actuates the steerable axle’s cylinder, which acts in proportion to the curvature movement made by the tractor. This system improves the vehicle’s manoeuvrability and ensures stability and safety.

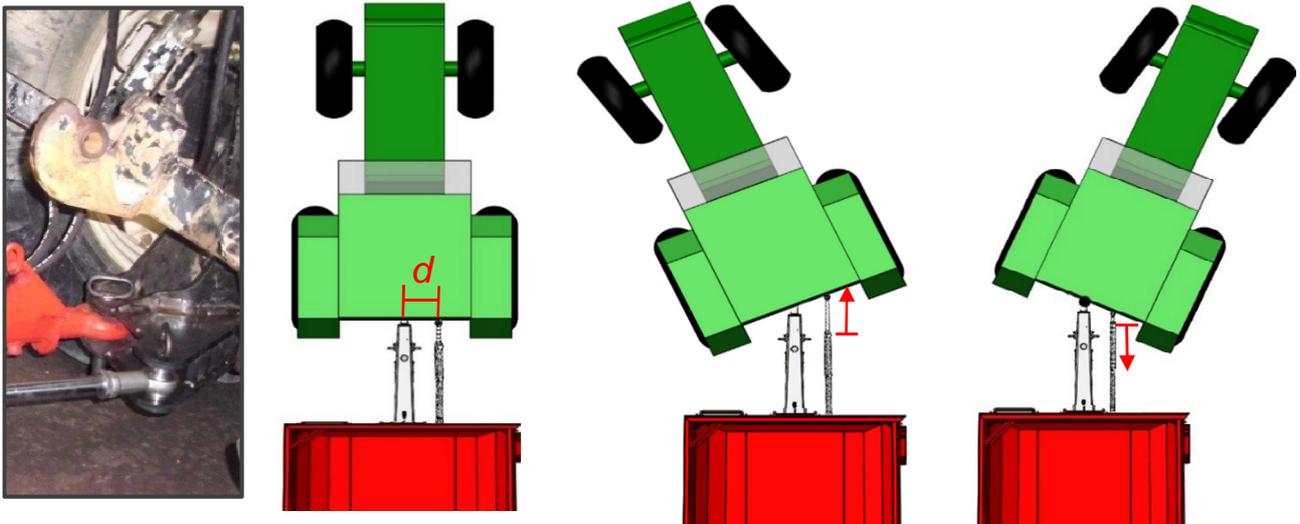
Stresses transmitted to the wheels and chassis are reduced, and tyre dragging is prevented, increasing driving comfort and efficiency“.



### 11.18.1 FORCED DIRECTIONAL AXLES – INFORMATION / MOUNTING / REGULATION

**i** “ The forced hydraulic cylinder is connected from the drawbar to tractor, and is responsible to actuate the hydraulic system which guide the directional axle. The coupling of the cylinder should be made with the wheels of the trailer / semi-trailer fully aligned and the cylinder should be positioned at half stroke.

The coupling distance **d** between the towing eye and the forced cylinder depends on the brand of the directional axle. To the system works properly, the marked distances must be respected. This coupling depends of the tractor’s configuration and his fixation components. There before it should be made to avoid collision between the two devices when they articulate.”



**d** – Distance between the towing eye and the hydraulic cylinder: Axles AMB and ADR: **d=250mm** / Axles FAD: **d=200mm**

#### Manual Pump



Check and adjust the hydraulic system occasionally!

- The system is regulated in factory, however it should be checked and adjusted occasionally.

1º - Align the semi-trailer wheels;

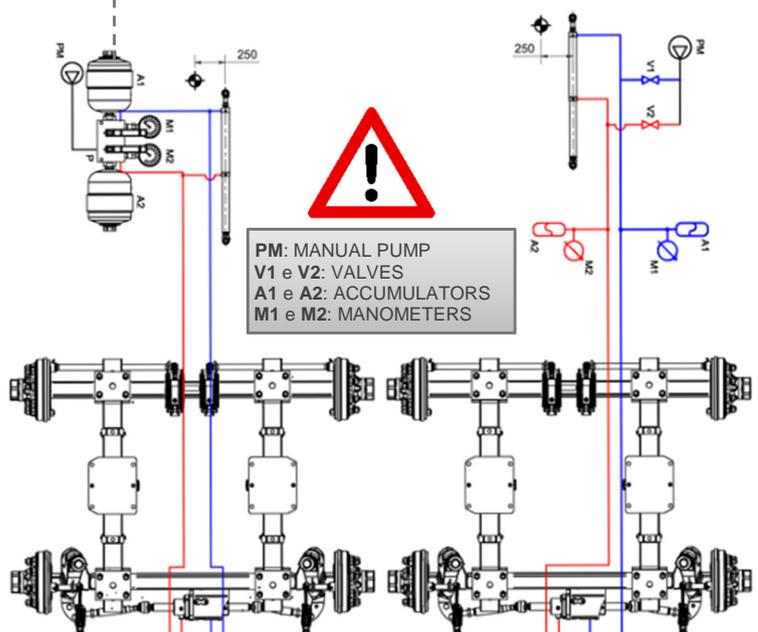
2º - Open the valves and verify the pressure level.

- If the semi-trailer is equipped with AMB or ADR axles, verify if the pressure value is inferior to 50bar. Use the manual pump to pressurize the system up to 50Bar. Confirm the pressure in the manometer.

- If the semi-trailer is equipped with FAD axle, verify if the pressure value is inferior to 80bar. Use the manual pump to pressurize the system up to 80bar. Confirm the pressure in the manometer.

3º - Reached 80bar / 50bar, close the valves.

4º - Test the system before initiate the work.



## 12. MAINTENANCE



***We recommend that maintenance work should be done by qualified persons, with protective equipment, using adequate tools and in a workshop suitable for the purpose.***

### **Protecting people:**

*Never work underneath the vehicle without first checking that it is safe;*

*Make sure that the vehicle is raised using a lifting system with safety features. The vehicle must be supported by chocks and lifting bars with sufficient strength for the purpose.*

*Never perform maintenance work while the box is lifted, without first fitting the safety prop between the box and the chassis.*

*Take care with components that could get very hot during use, such as brake drums.*

### **Hydraulic or pneumatic circuits under oil or air pressure:**

*Before working on hydraulic or pneumatic circuits, keep in mind that the oil or air could be under pressure and take any precautions necessary to avoid accidental discharges.*

### **Risk related to fires, smoke, toxic fumes and irritant substances:**

*All fuels are highly flammable, and their vapours produce detonating mixtures.*

*Only use products available on the market that are suitable for the purpose of cleaning or degreasing parts, and always follow the instructions on the packaging.*

*Smoking, naked flames, sparks, etc. could cause an explosion or fire in the presence of vapour, fuel, oils, paint, solvents, powder, straw, etc...*

*Keep a suitable extinguisher close by for these risks.*

## 12.1. DAILY

### CHECK:

- Tyre pressure  
(See: 8.1 – TECHNICAL SPECIFICATIONS: Tyre dimensions and pressures / Wheel tightening torque)
- Possible oil/air leaks in hydraulic/pneumatic circuits. Replace any damaged hose before starting work;

## 12.2. PERIODICALLY

**CARRY OUT:** An inspection, and tighten wheel attachment nuts after:

- The first use;
- The first application of load;
- The first 1000 km;
- Every six months, or 25,000 km;

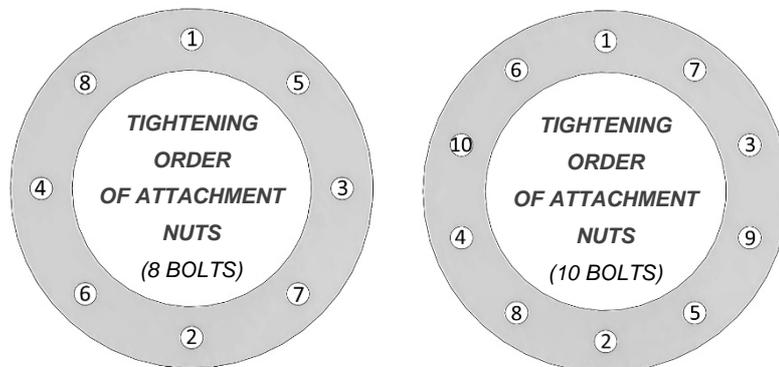
\* Repeat this procedure after each wheel installation/removal procedure.



- Tighten wheel attachment nuts in a cross shape.

Tightening torque, see:

8.1 – TECHNICAL SPECIFICATIONS: Tyre dimensions and pressures / Wheel tightening torque



### CHECK:

- That wheel hubcaps are tightly fitted to avoid dust / dirt that could damage bearings from getting in.
- The state of repair of hydraulic / pneumatic hoses;
- The state of repair of hydraulic cylinders / pneumatic vessels;
- The general state of repair of tyres. Cuts, scratches, or poor condition of the rubber that could affect vehicle safety.

(CHECK...)

- The general state of repair of the drawbar's coupler or rotating part, and its coupling components. Replace any components that are damaged or that have suffered significant wear. Always keep them properly lubricated and clean.
- The adjustment of the emergency brake / parking brake;
- The general state of repair of the rotating part (in the case of G2ET/G3ET trailers). Always keep it properly lubricated and clean.
- The tightness of side wall bolts, and the state of repair of latches. Ensure that they are always properly tight and in good operating conditions.
- The tightness of axle and suspension bolts. Re-tighten if necessary;
- If there are oil leaks or wear in the hydraulic cylinders, seek advice from your agent for assistance, or the replacement of components if necessary.

- **PERIODICALLY LUBRICATE:**

- Drawbar / rotating part articulation points, joints, roller bearings, bearings, greasing nipples, as well as hydraulic cylinder couplings and other elements that could suffer wear. Protect these components from dirt.



- Always clean the areas that you intent to lubricate (before and after lubrication);
- If grease is applied, force the lubricant until clean grease is seen.

### **12.3. DURING PROLONGED STOPPAGES**

- Wash the equipment after use and store it undercover. Leave all lubrication points properly lubricated;
- Perform a general inspection of the equipment and check if any paint touch-ups are necessary in areas that could be affected by rust.

### 13. BREAKDOWNS

PROBLEM		POSSIBLE CAUSE	POSSIBLE SOLUTION
TIPPING	THE TRAILER / SEMI-TRAILER - Does not tip!	Broken hoses / leaking accessories;	Replace with new hose
		Quick release valve incorrectly connected to the tractor;	Check the connection to the tractor. Disconnect the quick release valve and reconnect it.
		Low oil levels in the tractor;	Check the tractor's oil levels. Add oil if necessary.
		- Oil leak in the tipping cylinder; - Leaky seals;	Replace seals / seal kit (Assistance).
	Malfuction of the tractor's hydraulic circuit.	Check the tractor's hydraulic circuit.	
- Too much tipping!	Oil cut-off valve does not work, or works too late.	Check that the cable that activates the valve is correctly connected / adjusted.	
LIGHTING SYSTEM	LACK OF LIGHTING: In the Trailer / Semi-trailer	Bulb(s) blown;	Replace with a new bulb with the same power.
		The Trailer / Semi-trailer's electrical plug for the lighting system is not connected to the tractor;	Connect the plug to the socket on the tractor.
		Cable cut or poor contact in the plugs.	Inspect the plugs and electric cables.
	LACK OF LIGHTING: In the 2nd trailer	Bulb(s) blown;	Replace with a new bulb with the same power.
		The electrical plug is not connected to the trailer / semi-trailer;	Connect the plug to the socket on rear coupling of the Trailer / Semi-trailer.
		Cable in the 2nd trailer cut or poor contact in the plugs.	Inspect the plugs and electric cables.
HYDRAULIC BRAKING SYSTEM	THE TRAILER / SEMI-TRAILER - Poor braking!	- Brake pads with considerable wear;	The axle's brake handle requires adjustment or replacement of brake pads.
	THE TRAILER / SEMI-TRAILER - Brake does not work!	- Hydraulic circuit hose disconnected; - Low oil in the tractor - Oil leak in hoses or in hydraulic cylinders on the axles; - Brake pads completely worn.	- Connect the appropriate hydraulic hose to the tractor; - Check the tractor's oil level; - Replace hydraulic hoses or cylinders; - Replace the brake pads.
	THE TRAILER / SEMI-TRAILER - Excess braking!	- New pads	The axle's brake handle requires adjustment.
PNEUMATIC BRAKING SYSTEM	THE TRAILER / SEMI-TRAILER - Excess braking!	ALB valve incorrectly adjusted;	Requires adjustment / assistance;
	THE TRAILER / SEMI-TRAILER - Poor braking!	- Brake pads with considerable wear. - Possible air leaks in the pneumatic system - connection hydraulic hoses or vessel membranes damaged; - ALB valve incorrectly adjusted; - Pressure in the tractor's pneumatic system lower than 6.5 bar;	- Replace brake pads; - Replace components suffering from air leaks;  (Assistance)
		- Lack of air in the control line; Yellow pneumatic socket (ISO 1728) disconnected.	Connect the hydraulic hose to the tractor's socket;
	THE TRAILER / SEMI-TRAILER - Brake does not work!	- ALB valve incorrectly adjusted;	Requires adjustment / assistance.
		Brake pads completely worn.	Replace the brake pads;
	- Vessel membranes damaged	Replace membranes / assistance	
TRAILER / SEMI-TRAILER - Brakes always on!	- Lack of air in tanks - Red and/or yellow socket disconnected (ISO 1728); - Lack of air downstream from the tank;	- Connect the sockets; - Fill the compressed air tanks; (Assistance).	
DRAWBAR HYDRAULIC JACK	THE HYDRAULIC CYLINDER - Does not extend; Does not retract;	Drawbar hydraulic cylinder hydraulic hoses disconnected;	Connect the respective hydraulic hoses to the Tractor;
		- Stopcock closed.	Ensure that the hose is properly connected to the tractor. Once this is done, open the stopcock.
		- Cylinder seals damaged	Replace seals or seal kit (Assistance).

## 14. WARRANTY CONDITIONS

- 1<sup>o</sup> *The products from our factory have a 12 month warranty, counted from the date on the remittance slip, which covers any manufacturing defect.*
- 2<sup>o</sup> *The Warranty Certificate must be sent to us after sale to the end client.  
No warranty claims will be processed if this document is not in our possession.*
- 3<sup>o</sup> *HERCULANO does not accept any claims resulting from products being used for work that is not recommended.*
- 4<sup>o</sup> *Any repairs made during the warranty period without prior consent from our Technical Services will annul the right to warranty.*
- 5<sup>o</sup> *Any alteration made by the client to the characteristics of the products will cancel the warranty.*
- 6<sup>o</sup> *The warranty will be cancelled if the breakdown is caused by incorrect usage.*
- 7<sup>o</sup> *The warranty only covers replacement parts from our factory, not including labour and transport.*
- 8<sup>o</sup> *Claims under warranty must be made by filling in and sending the  
“Claim Request” document.*
- 9<sup>o</sup> *All components requested by the client will be invoiced when they leave the factory. The replaced components will only be credited after being analysed by Technical Services, and after the factors that caused the damage are verified and accepted.*

## 15. HOW TO ORDER PARTS

### Parts Department

☎ (351) 256 661 914

📠 (351) 256 661 918

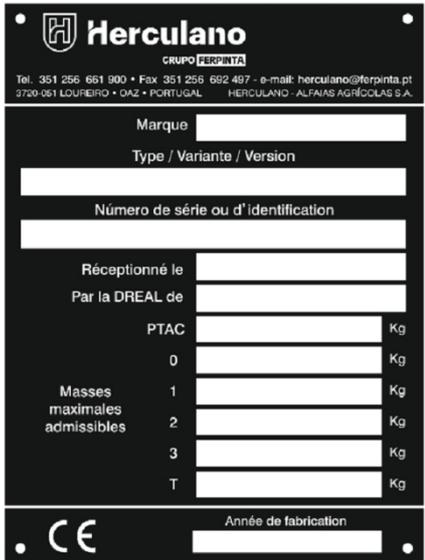
e-mail: fernando.silva.her@ferpinta.pt

Consult the relevant diagram, identify the part's code and state the quantity you would like to order.

**On your order, do not forget to state the Model, Serial or Frame Number and Year of Manufacture. These are all marked on the identification plate.**

**NOTE:** example of the machine's identification plate is shown below.

COD: 21701091 / 96



**Herculano**  
GRUPO FERPINTA  
Tel. 351 256 661 900 • Fax 351 256 692 497 • e-mail: herculano@ferpinta.pt  
3720-051 LOUREIRO • OAZ • PORTUGAL HERCULANO - ALFAIAS AGRÍCOLAS S.A.

Marque

Type / Variante / Version

Número de série ou d'identification

Réceptionné le

Par la DREAL de

PTAC  Kg

0  Kg

Masses maximales admissibles

1  Kg

2  Kg

3  Kg

T  Kg

Année de fabrication

CE

COD: 21701004 / 97



**Herculano**  
GRUPO FERPINTA  
CE

Quadro Chassis Frame  Ano Année Year

Modelo Modèle Model  Série Série Serie  N° Contraseña

Tel. 351 256 661 900 • Fax 351 256 692 497 • e-mail: herculano@ferpinta.pt  
3720-051 LOUREIRO • OAZ • PORTUGAL • HERCULANO - ALFAIAS AGRÍCOLAS S.A.

COD: 21701092 / 98



**Herculano**  
GRUPO FERPINTA  
CE

Modelo Modelo Model

Série Série Serie  Ano Año Year

Quadro Chassis Frame

N° Homologação Homologación Homologation

PESO BRUTO MMA GROSS WEIGHT  kg

TARA TARA NET WEIGHT  kg

ENGATE ENGANCHE EYELET  kg

1º EJE AXLE  kg

2º EJE AXLE  kg

3º EJE AXLE  kg

FEEDS MAX. ADMISSIBLES MAX. WEIGHTS

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Please state the following so that we can process your order immediately:

- Name or Company
- Full address for delivery
- Type of transport required

**NOTE: PRODUCT IMAGES AND FEATURES MAY BE ALTERED WITHOUT PRIOR WARNING, AS PART OF THE ONGOING IMPROVEMENTS TO OUR PRODUCTS.**

**ALWAYS USE ORIGINAL PARTS**