

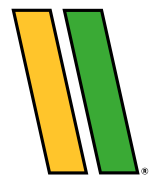
JOSKIN®

TRANSPORT

TRANSPORT PAYLOAD, NOT STEEL!



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**

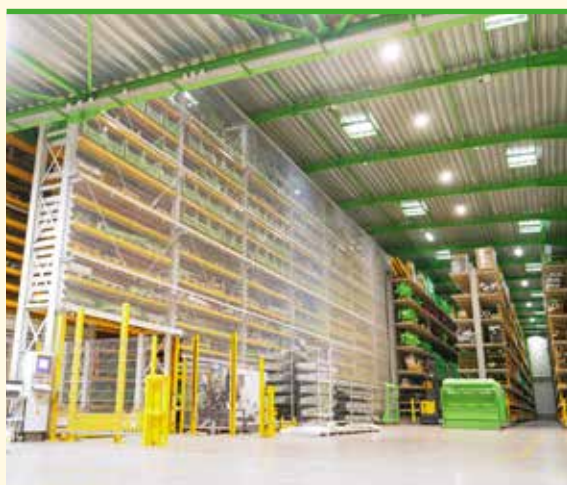
RESEARCH AND DEVELOPMENT

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 help 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). 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**.



JOSKIN®

TRANSPORT

TRANSPORT PAYLOAD, NOT STEEL!

JOSKIN transport machines are manufactured according to the company's philosophy: "automated production for an endless precision." This high-tech manufacturing concept involves the use of modern tools such as: 8 m laser cutting tables, a digitally controlled press brake with a bending force of 1,000 tonnes, an automatic bending angle correction device, welding robots, etc. In order to keep sturdy machines while limiting the number of reinforcements and crosspieces, **JOSKIN** has chosen to use special high tensile steels.

Often considered as an obstacle to productivity, transport has always inspired our teams. **JOSKIN** vehicles not only allow to combine business with pleasure thanks to well-thought comfort and ergonomics, but they also ensure a maximal profitability given the high loading capacities and the fully secured loads. Whatever your farm size, **JOSKIN** transport vehicles are a first-choice logistics solution.



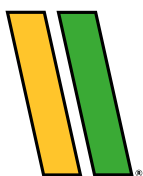


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How to use them? Nothing easier...

- Download a free "QR code" application from the App store or Play store (if your smartphone does not automatically have a "QR code" scan).
- Scan/take a picture of the QR code.
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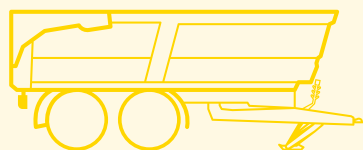
Trans-CAP 6500/22BC150



Trans-SPACE 9200/30TRC150

JOSKIN

MONOCOQUE TIPPING TRAILERS



SCAN ME



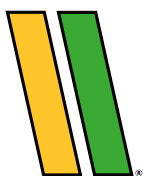
Trans-PALM 4500/7C65



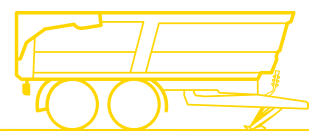
Trans-CAP 5500/18BC150



Trans-SPACE 8700/29TRC150



GENERAL POINTS



DESIGN

JOSKIN monocoque tipping trailers are fully made of special high tensile steel, the quality of which leads to **significant reductions in the empty weight** of the machines, **while increasing their sturdiness**. It is therefore possible to transport ever higher payloads. The table below compares the general specifications of the steel types used in the **JOSKIN** manufacturing process. From these, components are welded and assembled exclusively on jigs. All components, including the body, are continuously welded. The surface treatment is also well done: the material is shot blasted and then coated with a 2K industrial quality paint for an optimal protection against corrosion.



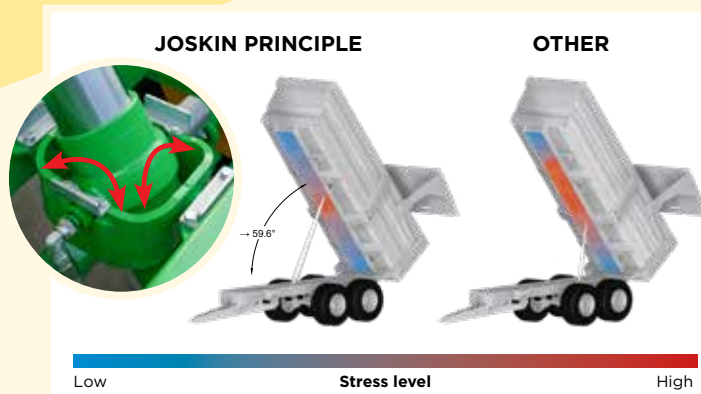
Theoretical comparison of steel qualities

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



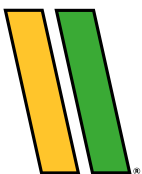
TAPERED BODY

JOSKIN agricultural monocoque tipping trailers represent the new generation of tippers made entirely of high tensile steel. In addition to being light and sturdy, the Trans-SPACE, Trans-CAP and Trans-PALM also have the particular feature of having a tapered body. The side walls are indeed 8 cm wider at the rear than at the front, allowing for a **smooth and easy unloading**. In addition, in order to reduce the contact surface between the body and the contents, and therefore the friction strains when unloading, the body edges are smoothed by a succession of consecutive folds of the two side sheets. As a result, the structure is sturdier.



SAFE TIPPING

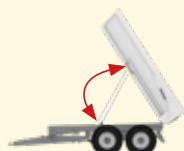
The telescopic tipping cylinder is fitted on a double oscillating frame with greased bearings and integrated **in the chassis in a forward position**. This design absorbs the torsions caused by the tipping stresses. The advanced position of the cylinder also makes it quicker and easier to tip heavy loads. For more safety, a safety valve, which is placed on the tipping cylinder, prevents the body from accidentally falling. In order to benefit from a rust protection, the first 2 elements of the tipping cylinder 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, for example.



TRANS-CAP

STRONG AND RELIABLE BODY!

The various Trans-CAP models – the best-sellers in the range of **JOSKIN** monocoque tipping trailers – can carry loads from 10 to 18 t with volumes ranging from 10.2 to 21.9 m³ DIN. Aluminium extensions are available to significantly increase the total volume in order to get a XL transport trailer at any time: **enough to adapt to all kinds of uses!**



1

Wide tipping angle
(max. 59.6°)

2

Retractable hydraulic skid
(option, see p. 15)

3

Volume: 10.2 to 21.9 m³ DIN

4

Floor and side walls in 4 mm high tensile steel

5

Technically permissible load: 10 to 18 t

6

Tapered body (+ 8 cm at the back)

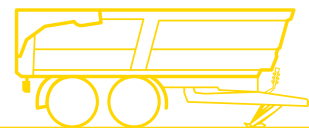
7

Hydraulic rear door

Axle(s)	Models	DIN volume (m ³)	Technically permissible load (t)*	Length inside the body (m)	Width inside the body (m)	Height inside the body (m)	Tipping cylinder capacity (l)
1	4500/10C100	10.20	10	4.49 - 4.72	2.18 - 2.26	1.00	15
	5000/11C100	11.20	12	4.97 - 5.19	2.18 - 2.26	1.00	18
	5000/14C125	14.10	12	4.97 - 5.25	2.18 - 2.26	1.25	18
2	5000/11BC100	11.20	12	4.97 - 5.19	2.18 - 2.26	1.00	18
	5000/14BC125	14.10	12	4.97 - 5.25	2.18 - 2.26	1.25	18
	5500/15BC125	15.50	14	5.44 - 5.72	2.18 - 2.26	1.25	23
	5500/18BC150	18.50	14	5.44 - 5.78	2.18 - 2.26	1.50	23
	6000/17BC125	16.80	16	5.92 - 6.20	2.18 - 2.26	1.25	30
	6000/20BC150	20.10	16	5.92 - 6.26	2.18 - 2.26	1.50	30
	6500/18BC125	18.10	18	6.39 - 6.67	2.18 - 2.26	1.25	33
	6500/22BC150	21.90	18	6.39 - 6.73	2.18 - 2.26	1.50	33

*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.

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STRUCTURE

Trans-CAP bodies are made of 3 sheets (floor and side walls) of high tensile steel (grade 550, 4 mm), ensuring a superior quality. The upper body edge is reinforced to withstand all shocks and ensure the rigidity of the structure. These tipping trailers also have a tapered body (+ 8 cm at the back) allowing a **complete and smooth unloading**. At the back, they are equipped with a hydraulically controlled door with a **central grain chute** (50 x 50 cm). The tailgate is watertight thanks to its mechanical closing safety device and the wide industrial seal in a high-quality guide groove.

HITCH/DRAWBAR

The Trans-CAP is fitted with a "Y-shaped" open drawbar that, given its structure, provides a **very good weight/resistance ratio**. In addition, it is fixed on the wide side of the chassis for a better manoeuvrability of the tractor/trailer combination. This solution guarantees a straight pull/push line and a large vertical clearance at the eyelet, thereby also absorbing shocks. Please note that the drawbar has a cross-suspension ensuring a high driving comfort. Furthermore, the "V-shaped" structure provides a natural traction line and increases the stability of the tipping trailer. As a result, the machine requires less power, and is therefore **more economical and ecological**.

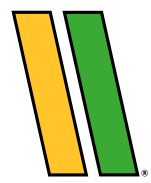
VERSATILITY

All **JOSKIN** Trans-CAP tipping trailers are standard equipped with **various pieces of pre-equipment to easily add various options**: either at the time of the order or later (even years after the purchase). Among the most interesting options, you can find: a retractable hydraulic skid, aluminium extensions, covering systems (covers, nets, etc.), a high-tipping or 2-way tipping system, a transfer auger, a 2-part door, plus many more!

RUNNING GEAR

All Trans-CAP tipping trailers are equipped with a **movable bolted running gear**. This feature is particularly interesting because it allows to modify the weight on the eyelet, and therefore on the rear of the tractor, especially when changing the height of the hitch or the tyres. The Trans-CAP 4500 et 5000 are single-axle tipping trailers with bolted axle brackets. The models from 5000 to 6500 are standard fitted with a Roll-Over bogie with bolted table (clearance up to 24 cm). This running gear is equipped with parabolic leaves and is characterised by its large ground clearance, which is ideal for works on the fields as well as for a high driving comfort.





TRANS-SPACE

TRADITIONAL TIPPING TRAILER IN XL VERSION!

The Trans-SPACE is the **best-selling JOSKIN agricultural monocoque tipping trailer in XL version**. Capable of transporting a load from 18 t to 26 t, it offers standard volumes ranging from 18.1 to 30.92 m³ DIN. As an option, it can be fitted with aluminium extensions to turn it into a XXL transport trailer, which is ideal for intensive work.

SCAN ME



1

Drop-shaped, tapered body

2

HARDOX 450 floor (4 mm)

3

Manufactured in **special high tensile steel**

4

Retractable hydraulic skid

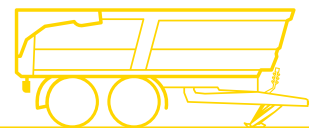
5

Wide tipping angle
(max. 59.6°)

Axles	Models	DIN volume (m ³)	Technically permissible load (t)*	Inside body length (m)	Width inside the body (m)	Inside body height (m)	Tipping cylinder capacity (l)
2	6500/18BC125	18.10	18	6.39 - 6.67	2.24 - 2.32	1.25	44
	6500/22BC150	21.94	18	6.39 - 6.73	2.24 - 2.32	1.50	44
	7000/19BC125	19.40	20	6.87 - 7.15	2.24 - 2.32	1.25	62
	7000/23BC150	23.53	20	6.87 - 7.20	2.24 - 2.32	1.50	62
	7500/21BC125	20.70	22	7.34 - 7.62	2.24 - 2.32	1.25	62
	7500/25BC150	25.12	22	7.34 - 7.68	2.24 - 2.32	1.50	62
3	7500/21TRC125	20.70	24	7.34 - 7.62	2.24 - 2.32	1.25	70
	7500/25TRC150	25.12	24	7.34 - 7.68	2.24 - 2.32	1.50	70
	8000/22TRC125	22.70	26	8.08 - 8.36	2.24 - 2.32	1.25	70
	8000/27TRC150	27.57	26	8.08 - 8.41	2.24 - 2.32	1.50	70
	8700/29TRC150	29.25	26	8.58 - 8.91	2.24 - 2.32	1.50	70
	9200/26TRC125	25.70	26	9.08 - 9.41	2.24 - 2.32	1.25	70
	9200/30TRC150	30.92	26	9.08 - 9.41	2.24 - 2.32	1.50	70

*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.

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STRUCTURE

The Trans-SPACE is made of a HARDOX 450 floor and high tensile steel side walls. The side walls are drop-shaped to facilitate the descent of the material during tipping, while increasing the rigidity of the body and requiring fewer reinforcements or welds. The underside of the tipping trailer is designed for the most demanding works: two opposing stringers support the body with **unmatched stability**. The chassis is 900 mm wide and can therefore be equipped with wide wheels. It is made of profile tubes of 300 x 100 x 8 mm on models from 6500 to 8000, of 300 x 100 x 10 mm on model 8700 and of 300 x 150 x 12 mm on 9200.



HITCH/DRAWBAR

The Trans-SPACE is fitted with a narrow beam drawbar providing a **very high sturdiness** and a **high steering angle**. In addition, the fixing point far in the middle of the chassis facilitates traction. This solution offers a straight pull/push line and a large vertical clearance at the eyelet to optimise shock absorption. For maximum comfort and stability when driving, the drawbar is fitted with a hydropneumatic suspension (with control as an option) with two nitrogen accumulators. Also note that the central hydraulic skid is fully retractable inside the drawbar.



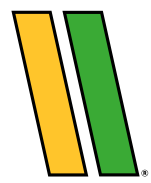
DOOR: TIGHT AND SAFE

The Trans-SPACE door, which is held closed by a locking mechanism on each side, is equipped with **heavy-duty synthetic rubber seals** all around the body. This system ensures a **perfect tightness** of the tipping trailer, even with the smallest seeds. Two safety devices are also fitted to the door: a pressure relief valve engages in the event of an obstruction when the tailgate is closed and regulates the oil pressure to prevent damage to the system; a double check valve fitted to each door cylinder keeps the door in position if a hydraulic hose breaks or if the tractor power supply is cut.



RUNNING GEAR

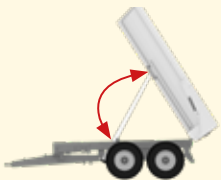
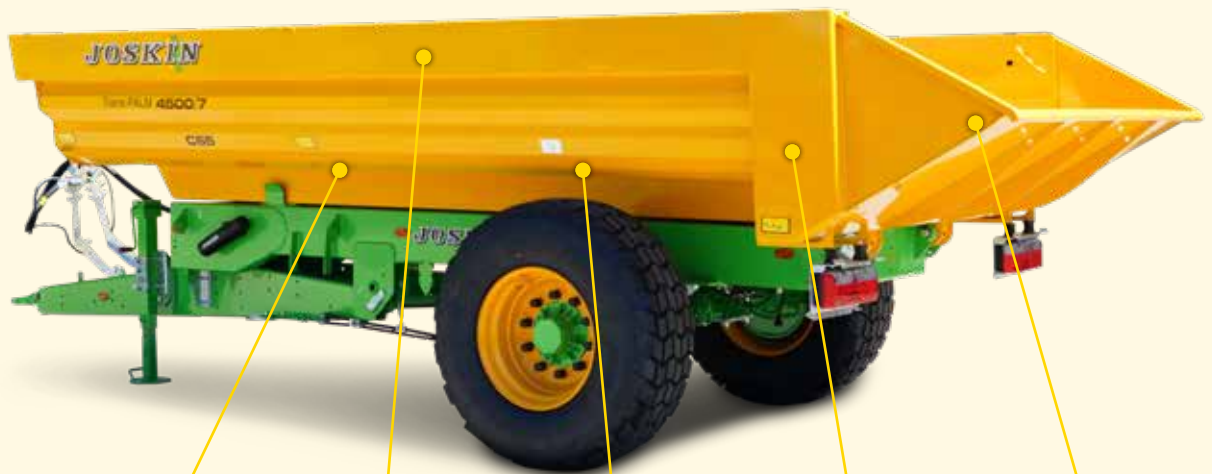
As standard, all Trans-SPACE tipping trailers are equipped with a **hydraulic axle suspension** (Hydro-Tandem if there are 2 axles, Hydro-Tridem if there are 3) with a clearance of up to 24 cm. They are also fitted with a tipping stabiliser, which secures the trailer on the ground during the tipping operations. In addition, triple-axle models are equipped with a double self-steering system (first and last axles) and a front lifting axle (for unladen travel). In short, comfort is included, whatever the Trans-SPACE you choose!



TRANS-PALM

AGRICULTURAL TIPPING TRAILER WITH LOW LOADING HEIGHT!

Trans-PALM monocoque tipping trailers, historically designed for raw palm cultivation, are specialised in the **transport of crops loaded by mini loaders or by hand**. Their low body height (65 cm or 125 cm side walls) ensures an easy loading, whatever the type of implement used. Available in single or double-axle versions with a load capacity from 10 to 16 t, they offer volumes from 6.6 to 16.8 m³ DIN.



1

Wide tipping angle
(max. 59.6°)

2

Volume:
6.6 to 16.8 m³

3

Technically permissible load:
10 to 16 t

4

Manufactured in special high tensile steel

5

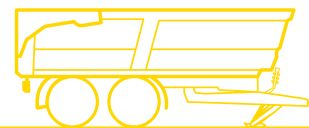
Tapered body (+ 8 cm at the back)

6

Welded rear spout

Axle(s)	Models	DIN volume (m ³)	Technically permissible load (t)*	Length inside the body (m)	Width inside the body (m)	Height inside the body (m)	Tipping cylinder capacity (l)
1	4500/7C65	6.60	10	4.49 - 4.72	2.18 - 2.26	0.65	15
	5000/7C65	7.40	12	4.97 - 5.19	2.18 - 2.26	0.65	18
	5000/14C125	14.10	12	4.97 - 5.25	2.18 - 2.26	1.25	18
2	5000/7BC65	7.40	12	4.97 - 5.19	2.18 - 2.26	0.65	18
	5000/14BC125	14.10	12	4.97 - 5.25	2.18 - 2.26	1.25	18
	5500/8BC65	8.20	14	5.44 - 5.67	2.18 - 2.26	0.65	23
	5500/15BC125	15.50	14	5.44 - 5.72	2.18 - 2.26	1.25	23
	6000/9BC65	8.90	16	5.92 - 6.14	2.18 - 2.26	0.65	30
	6000/17BC125	16.80	16	5.92 - 6.20	2.18 - 2.26	1.25	30

*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.



STRUCTURE

The bodies of the Trans-PALM are made of a floor sheet and 2 side sheets in 4 mm thick high tensile steel. The upper body edge is reinforced to withstand all shocks during loading and to guarantee the rigidity of the body, even with heavier loads. Trans-PALM tipping trailers are available as standard with 65 cm or 125 cm high bodies. These low heights allow a **quick and easy loading of materials**, such as raw palm bunches. To optimise unloading, in addition to a tapered body, the Trans-PALM has a **rear spout** over the entire width. This tipping trailer is therefore simple, sturdy and suitable for raw palm crops.



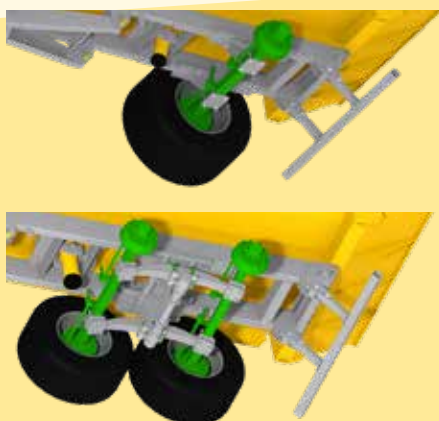
HITCH/DRAWBAR

The Trans-PALM is designed to withstand all types of roads. The open drawbar plays an important role in keeping a **very good weight/strength ratio**. The drawbar is fixed on the width of the chassis to increase the manoeuvrability of the Trans-PALM. Similarly, the cross-spring suspension of the drawbar ensures a smooth ride, provides a high driving comfort and protects the driver from shocks during transport. The "V-shaped" structure also helps to optimise the driving comfort by providing a natural traction line. As a result, the trailer requires less power, and is therefore more economical and ecological.



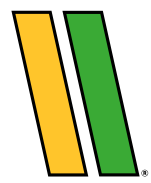
EASY TRANSPORT

As the Trans-PALM is intended for specific crops in regions mainly outside the European continent, the structure of the tipping trailer has been designed to optimise its export. This trailer can indeed be placed **in a container for sea transport**. This makes it very easy to export and reduces transport (and therefore delivery) costs. For example, 4 models of 0.65 m high and 4.5 m long can fit into a 40' container.



RUNNING GEAR

All Trans-PALM tipping trailers are equipped with a **movable bolted running gear**. This feature is particularly interesting because it allows to modify the weight on the eyelet, and thus on the back side of the tractor, especially when changing the tyres or the drawbar height. The Trans-PALM 4500 and 5000 C are single-axle tipping trailers with bolted axle brackets. The models from 5000 to 6000 BC are standard fitted with a Roll-Over bogie with bolted table (clearance up to 24 cm). This running gear is equipped with parabolic leaves and is characterised by its large ground clearance, which is ideal for works on the fields as well as for a good driving comfort.



EQUIPMENT



GRAIN AUGER

The Trans-CAP and Trans-SPACE tipping trailers can be equipped with **3 types of grain augers**. The **HP** models are high-performance transfer augers. They can transfer up to 300 tonnes of grains per hour, i.e. 5 tonnes per minute! The **SSN** is a side stainless steel transfer auger. Depending on the model, it can transfer from 30 to 70 tonnes per hour. Finally, the **ZSN** is a rear stainless steel transfer auger. Depending on the model, it transfers from 30 to 50 tonnes per hour. These 3 versions are driven by a medium-flow hydraulic motor. They can therefore be used with any type of tractor (new or old). The SSN and ZSN are both manufactured according to the EN 14301 food standard.



COVERING SYSTEMS

Several covering systems exist to protect the cargo and avoid its loss. The **manual roll-up cover (A)** rolls up around a long tube from the front to the back of the body and rests on a structure of three bolted arches and two supports, one at the front and one at the back. Then the manual roll-up **"potato" cover (B)** is simply placed on the load. There is also an **accordion-like model (C)** that unfolds and folds (manually or hydraulically) horizontally on a guide rail. Finally, the **hydraulic TELECOVER (D)** is equipped with the necessary functions for emptying the trailer without having to uncover it.



TIPPING SYSTEM

Available on Trans-CAP from 5500 to 6500, the **high-tipping system** is useful when you want to feed a conveyor or a high mineral fertiliser spreader. In this case, a 16-l cylinder raises the chassis to make this transfer operation possible. The **2-way tipping system** (rear and left side) increases the versatility of the Trans-CAP tipping trailer: it facilitates unloading in low buildings and allows to transport more thanks to the possibility of towing a second trailer. The side doors are hydraulically unlocked from the tractor cab and provide an opening height of 600 mm.



EXTENSIONS

In order to increase the transported volumes, monocoque tipping trailers can easily be equipped with extensions. There are **solid aluminium cereal extensions** (25, 50, 75 or 100 cm), **micro-perforated silage extensions** (50 or 75 cm) or **extensions with rods** (25 cm). In order to protect the upper body edge 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).



2-PART DOOR

If you want open the tailgate manually and still **have a maximum clearance** (e.g. when loading bales, branches, etc. from the back), then the optional double door is the best solution. In this way, the rear door can be opened either manually – both doors laterally – or hydraulically upwards.



PARKING STAND

For **more comfort**, and if not provided as standard, it is still possible to equip your **JOSKIN** monocoque tipping trailer with a hydraulic parking stand (side parking stand or retractable skid). To limit the number of hoses connected to the tractor, this device can be controlled via an independent hand pump.

SCAN ME



Configure your monocoque tipping trailer in a few clicks!



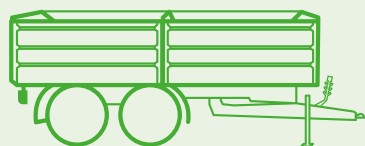
Delta-CAP 6025/17DR120



Delta-CAP 6025/17DR120 & Tetra-CAP 5525/16DR120

JOSKIN

DROPSIDE TIPPING TRAILERS



SCAN ME



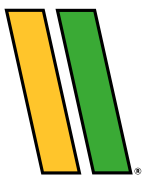
Tetra-CAP 5025/15DR120



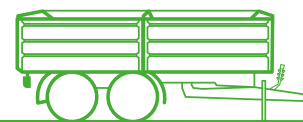
Tetra-SPACE 7525/25TR140



Trans-EX 4T



GENERAL POINTS



DESIGN

Dropside tipping trailers are manufactured in series from special high tensile steel, which is identical to the one used in the construction of road transport vehicles. It is the best guarantee of sturdiness for a relatively low weight. The floor sheet is 4 mm thick. The drop sides have a **structure in closed profiles** to increase the pressure resistance of the walls and to give the machine a fluid and modern design. To further increase the durability, the chassis of these **JOSKIN** tipping trailers is fully hot-dip galvanised. The dropside tipping trailers are also equipped with **heavy-duty synthetic rubber seals** all around the body, making them completely watertight.



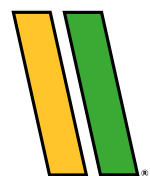
DROP SIDES/MODULARITY

JOSKIN dropside tipping trailers have been developed to be **as modular as possible**. Various volumes and heights are available to make these machines suitable for all types of use. Also in the search for modularity, all side panels can be removed to get a bale trailer. Their opening levers have also been designed for an easy use. Their long length ensuring a leverage effect and their rubber handle make them easy to open and close.



TIPPING SYSTEM

In some places difficult to reach or in order to tip precisely, it is very useful to be able to dump on the sides of the trailer. As standard on Delta-CAP, Tetra-CAP and Tetra-SPACE, the **3-way tipping** system offers this possibility. It is indeed possible to unload to the rear, left or right. For this purpose, the tipping cylinder is fixed on an oscillating frame and the side tipping angle is limited by a limit cable.



TRANS-EX

COMPACT, SIMPLE, STURDY AND VERSATILE

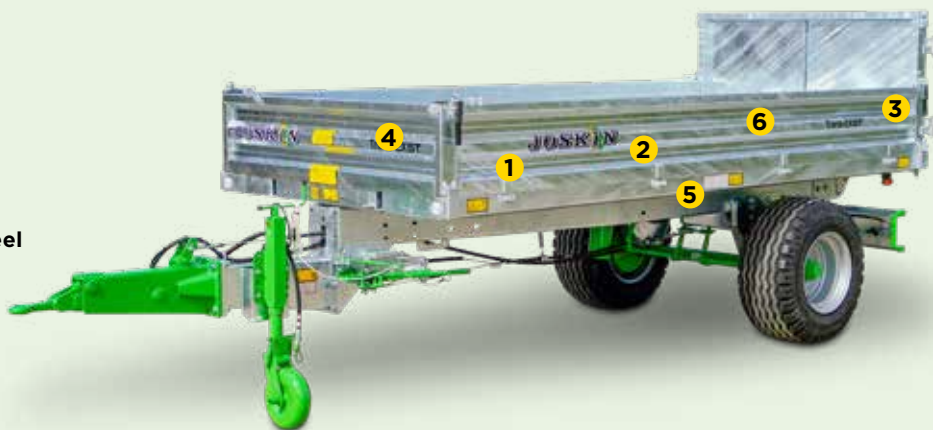
Available in single and double-axle versions, with load capacities ranging from 3 to 9 tonnes, the Trans-EX is a **compact, easily adaptable and therefore highly versatile vehicle**. All side panels can be removed to create a platform: ideal for loading bales, pallets or boxes. For users looking for a larger volume, optional extensions (20, 40, 50 or 80 cm) are available. Standard tipping is to the rear (3-way system available as an option). In short, the Trans-EX is the ideal tipping trailer for your small to medium-sized farm, riding schools, park and garden companies, etc.



PROVEN STRUCTURE

The chassis of the tipping trailer combines **simplicity and robustness**. Its sturdiness lies in its cold-formed beams in special high tensile steel, for an easy traction, a reduced weight, and therefore less power and consumption. The drawbar has a pointed design for a better maneuverability and a maximum steering. On the 3 to 5 t models, the drawbar is adjustable in height and can be easily adapted to all tractors. The Trans-EX 7 and 9 t are equipped with a drawbar suspension for even more driving comfort. The parking stands with "steel wheel" allow short movements without having to hitch up the trailer. It is therefore easy to store or move it when necessary (like a car trailer).

- 1 Volume: **1.9 to 4.5 m³ DIN**
- 2 Technically permissible load: **3 to 9 t**
- 3 Fully removable side panels
- 4 Manufactured in special high tensile steel
- 5 Floor (4 mm)
- 6 Galvanised or painted body



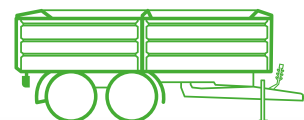
Axle(s)	Models	DIN volume (m ³)	Technically permissible load (t)*	Length inside the body (m)	Width inside the body (m)	Height inside the body (m)	Tipping cylinder capacity (l)
1	3T	1.9	3	2.86	1.69	0.40	3.3
	4T	2.3	4	3.38	1.69	0.40	4.7
	5T	2.6	5	3.90	1.69	0.40	8.9
	7T	3.3	7	4.16	1.99	0.40	8.9
	9T	4.5	9	4.50	1.99	0.50	14.0
2	D5T	2.6	5	3.90	1.69	0.40	8.9
	D7T	3.3	7	4.16	1.99	0.40	8.9
	D9T	4.5	9	4.50	1.99	0.50	14.0

*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.

www.joskin.com

DELTA-CAP

GO FOR VERSATILITY!



SCAN ME



The Delta-CAP combines all the advantages of dropside tipping trailers with the **driving comfort** and **stability** of monocoque tipping trailers. It has a galvanised chassis and drawbar, which design is based on the range of Trans-CAP agricultural tipping trailers. All Delta-CAP are fitted with a 3-way tipping system (rear, left and right sides) making this machine very versatile.



MULTIPURPOSE BODY

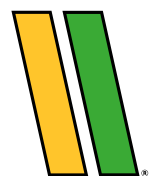
The body of the Delta-CAP offers many advantages: **3-way tipping system**, **removable side panels** and **numerous possible combinations of side panels** (50, 60 or 80 cm) allowing volumes of up to 19.36 m³. By removing all the side panels, the body can be used as a bale trailer to transport round or square bales, pallets or Palox boxes. It can also be equipped with perforated extensions for the transport of silage, hay or green waste. It is also possible to fit a rear grain auger driven by a hydraulic motor. In short: the Delta-CAP is a real multipurpose trailer.

- 1 Volume: **10.89 to 19.36 m³ DIN**
- 2 Technically permissible load: **8 to 14 t**
- 3 **Fully removable side panels** (50 – 60 – 80 cm)
- 4 **Manufactured in special high tensile steel**
- 5 **Reinforced galvanised chassis**
- 6 **3-way tipping system**



Axle(s)	Models	DIN volume (m ³)	Technically permissible load (t)*	Length inside the body (m)	Width inside the body (m)	Height inside the body (m)	Tipping cylinder capacity (l)
1	4525/11SR100	10.89	8	4.50	2.41	0.50 + 0.50	9
	5025/12SR100	12.10	10	5.00	2.41	0.50 + 0.50	14
	5025/15SR120	14.52	10	5.00	2.41	0.60 + 0.60	14
2	5025/12DR100	12.10	10	5.00	2.41	0.50 + 0.50	14
	5025/15DR120	14.52	10	5.00	2.41	0.60 + 0.60	14
	5525/13DR100	13.31	12	5.50	2.41	0.50 + 0.50	18
	5525/16DR120	15.97	12	5.50	2.41	0.60 + 0.60	18
	6025/15DR100	14.52	14	6.00	2.41	0.50 + 0.50	23
	6025/17DR120	17.42	14	6.00	2.41	0.60 + 0.60	23
	5025/17DR140	16.94	14	5.00	2.41	0.80 + 0.60	17
	5025/19DR160	19.36	14	5.00	2.41	0.80 + 0.80	17

*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.



TETRA-CAP

WATERTIGHT, UNIVERSAL AND MANOEUVRABLE

The Tetra-CAP is a double-axle tipping trailer with turntable that is ideal for **transporting your seed crops** (and many other products). It is made of high tensile steel. The chassis has an ergonomic and durable design thanks to its hot-dip galvanisation (in the **JOSKIN** Group's galvanisation plant). The body is compact, sturdy and modular. The 3-way tipping system, as a standard, makes them even more versatile. In short: **real multi-talent trailers for the transportation of different products!**



EASE OF USE

The running gear with parabolic leaves of the Tetra-CAP ensures a **smooth and comfortable operation** both in the field and on the road. For extreme situations, rubber suspension stops limit the crushing of the leaves, while maintaining a soft and smooth machine suspension. The lowered chassis provides a greater machine stability, an increased driving comfort and an easier loading. The operating comfort is also improved by the position of the axles, which is not left to chance. Indeed, the advanced position of the 1st axle (on turntable) offers an unprecedented manoeuvrability.

- 1** Volume: **10.89 to 23.20 m³ DIN**
- 2** Technically permissible load: **8 to 16 t**
- 3** **3-way tipping system**
- 4** **Reinforced galvanised chassis**
- 5** **Floor (4 mm)**
- 6** **Fully removable side panels (50 - 60 - 80 cm)**

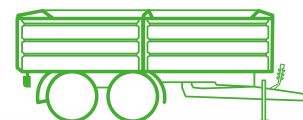


Axles	Models	DIN volume (m ³)	Technically permissible load (t)*	Length inside the body (m)	Width inside the body (m)	Height inside the body (m)	Tipping cylinder capacity (l)
2	4525/11DR100	10.89	8	4.50	2.41	0.50 + 0.50	9
	5025/12DR100	12.10	10	5.00	2.41	0.50 + 0.50	14
	5025/15DR120	14.52	10	5.00	2.41	0.60 + 0.60	14
	5525/13DR100	13.31	12	5.50	2.41	0.50 + 0.50	18
	5525/16DR120	15.97	12	5.50	2.41	0.60 + 0.60	18
	6025/15DR100	14.52	14	6.00	2.41	0.50 + 0.50	23
	6025/17DR120	17.42	14	6.00	2.41	0.60 + 0.60	23
	5025/17DR140	16.94	14	5.00	2.41	0.80 + 0.60	17
	5025/19DR160	19.36	14	5.00	2.41	0.80 + 0.80	17
	6025/20DR140	20.30	16	6.00	2.41	0.80 + 0.60	23
	6025/23DR160	23.20	16	6.00	2.41	0.80 + 0.80	23

*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.

TETRA-SPACE & DELTA-SPACE

XXL DROPSIDE TIPPING TRAILERS!



The Tetra-SPACE and Delta-SPACE are made of high tensile steel and are **compact, sturdy and modular**. The chassis has an ergonomic and durable design thanks to its hot-dip galvanisation. They also come with many features: 3-way tipping system, removable drop sides that can be combined in a variety of ways to achieve volumes of up to 32.54 m³... In short: **real transportation multi-talents in XXL version!**

- 1 3-way tipping system
- 2 Reinforced galvanised chassis
- 3 Floor (4 mm)
- 4 Fully removable side panels (60 – 80 cm)



DELTA-SPACE

The Delta-SPACE has a triple-axe spring leaf suspension, making this machine a real agricultural and road trailer.

Axles	Models	DIN volume (m ³)	Technically permissible load (t)*	Length inside the body (m)	Width inside the body (m)	Height inside the body (m)	Tipping cylinder capacity (l)
3	7525/28TR160	28.92	24	7.50	2.42	0.80 + 0.80	44
	7525/31TR180	32.54	24	7.50	2.42	3 x 0.60	44

TETRA-SPACE

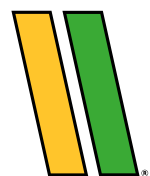
The Tetra-SPACE is the big brother of the Tetra-CAP, and has the same comfort of use thanks to its running gear with parabolic leaves and the front position of the 1st axle (on a turntable).

SCAN ME



Axles	Models	DIN volume (m ³)	Technically permissible load (t)*	Length inside the body (m)	Width inside the body (m)	Height inside the body (m)	Tipping cylinder capacity (l)
3	7525/22TR120	21.69	18	7.50	2.42	0.60 + 0.60	33
	7525/25TR140	25.31	18	7.50	2.42	0.80 + 0.60	33
	7525/28TR160	28.92	24	7.50	2.42	0.80 + 0.80	44
	7525/31TR180	32.54	24	7.50	2.42	3 x 0.60	44

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EQUIPMENT



GALVANISED PLATFORM

JOSKIN trailers can be equipped with a galvanised steel platform. With its large surface area, it offers the user a **safe place to work** when handling a cover, for example. This platform is usually (but not necessarily) accompanied by a cover and can be fitted on the front of the tipping trailer or on the rear door (or both).



PA-T GRAIN AUGER

PA-T 458 grain augers are used to **transfer cereals** up to 25 t per hour. They are ideal for turning your Delta-CAP, Tetra-CAP or Tetra-SPACE tipping trailer into a chaser bin. The auger is fitted directly on the grain chute and has a 4.15 m long (Ø 140 mm) transfer chute when unfolded laterally. It is driven by a hydraulic motor with low flow rate (20-40 l/min). It can therefore be used by any type of tractor.



GRAIN CHUTE

The **JOSKIN** range of agricultural tipping trailers is equipped as standard with a **large central grain chute**.



DROP SIDE RETURN SPRINGS

To **simplify the handling of the sometimes heavy side panels**, one or more return springs can be installed on the ends of the machine.

SCAN ME



Configure your
dropside tipping trailer
in a few clicks!



EXTENSIONS

In order to **increase the transported volumes**, the Trans-EX tipping trailer can be equipped with 20, 40, 50 or 80 cm extensions. The Delta-CAP, Tetra-CAP and Tetra-SPACE dropside tipping trailers are configured as standard with 2 or 3 levels of fully or partially removable side panels, depending on the requirements, to make the trailer as versatile as possible.



REAR HITCH

If this is not already the case, it is possible to fit your trailer with a **rear hitch**. It can be "basic", i.e. only used to get your trailer out of the mud, or more sophisticated, with electrical and hydraulic connections for a second trailer.



PARKING STAND

For more comfort, the **JOSKIN** Delta-CAP or Trans-EX can always be equipped with a **hydraulic parking stand**. To limit the number of hoses connected to the tractor, this device can be controlled via an independent hand pump.



MANUAL ROLL-UP COVER

In order to **best protect the loaded material**, a water-tight cover can be supplied with supports, reel, access platform and hook to easily fasten it. This system is also available with a central cover support.



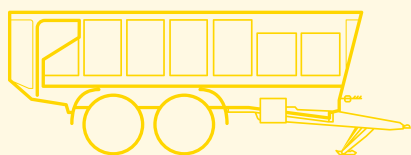
Drakkar 7600/33D180



Drakkar 9600/41T180

JOSKIN

MULTIPURPOSE TRAILERS



SCAN ME



Drakkar 8600/37T180



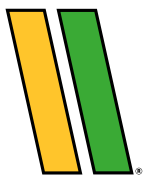
Drakkar 7600/33D180



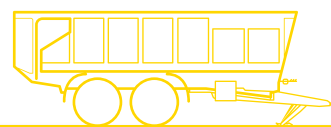
Drakkar 9600/41T180



Drakkar 8600/37T180



GENERAL POINTS



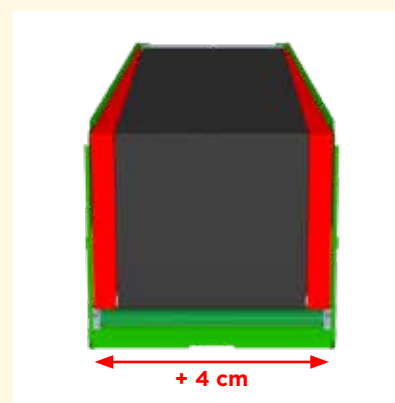
DESIGN

Considered as the **multi-talent in the JOSKIN range**, the Drakkar is a multipurpose trailer allowing to transport many different types of material (silage, grains, pulp, beets, potatoes, etc.). Thanks to its **unique and fast unloading system**, with a hermetic conveyor belt and a moving front wall, the **material is respected**, while the body is perfectly stable during the use. Its low weight is due to the synthetic side walls and offers the possibility to transport a maximum payload. Furthermore, its running gear ensures a perfectly stable driving performance, whatever the type of terrain or the driving speed.



REVOLUTIONARY SYSTEM

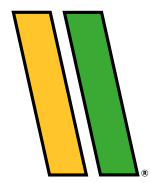
The revolutionary system of the Drakkar allows a **safe unloading without tipping**, even in low areas. During this process, the material is moved by a **hermetic industrial conveyor belt (A)**. In parallel to the action of this belt, a **front wall** (made of transparent Plexiglas for a better visibility) moves the material towards the back without compressing it. **The emptying speed of the Drakkar is optimised to less than one minute** with any type of product. At the end of the unloading process, a single impulse brings the belt forward to resume work in the field and receive a new load quickly.



TAPERED BODY

The Drakkar has side walls made of UV-treated Carbofont panels and steel posts. These side walls form a tapered body which is 4 centimetres wider at the rear. This structure has been designed to **allow the material to be unloaded smoothly and easily**.





DRAKKAR

IT DOESN'T PUSH; IT DOESN'T TIP; BUT IT TRANSPORTS!

The Drakkar multipurpose trailer can **carry and transport many different products** (potatoes, grains, beets, silage, etc.). It is designed to facilitate unloading where tipping is difficult. The side walls are made of a hard, strong and very light plastic. As a result, the empty weight of the trailer is reduced and a larger load can be transported. During unloading, the conveyor belt transports the material without damaging it.

SCAN ME



1

Hydraulic door with large clearance

2

Hermetic tapered body for easy unloading

3

Technically permissible load: **18 to 28 t**

4

Volume: **23 to 41 m³ DIN**

5

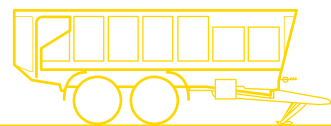
Reinforced painted chassis (250 x 100 x 6 mm)

6

Conveyor belt driven by hydraulic motors

Axles	Models	Body volume (m ³)	Body volume with 300 mm dome (m ³)	Technically permissible load (t)*	Length inside the body (m)	Width inside the body (m)	Height inside the body (m)
2	6600/23D150	23	26	18	6.30 - 6.70	2.34 - 2.38	1.50
	6600/28D180	28	31	18	6.30 - 6.70	2.34 - 2.38	1.80
	7600/27D150	27	30	22	7.30 - 7.70	2.34 - 2.38	1.50
	7600/33D180	33	36	22	7.30 - 7.70	2.34 - 2.38	1.80
	8600/31D150	31	34	22	8.30 - 8.70	2.34 - 2.38	1.50
	8600/37D180	37	41	22	8.30 - 8.70	2.34 - 2.38	1.80
3	8600/31T150	31	34	28	8.30 - 8.70	2.34 - 2.38	1.50
	8600/37T180	37	41	28	8.30 - 8.70	2.34 - 2.38	1.80
	9600/35T150	35	38	28	9.30 - 9.70	2.34 - 2.38	1.50
	9600/41T180	41	46	28	9.30 - 9.70	2.34 - 2.38	1.80

*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.



REAR DOOR

Unloading is easy and clog-free thanks to the high-clearance rear door (1,120 mm without extensions), which is operated by 2 double-acting cylinders. A locking device on the cylinder makes sure the door is perfectly closed and avoids any opening during transportation. A "stop" sensor on the door allows the conveyor belt to start moving only when the door is fully open. To unload some materials, it is better to open the door only slightly or to leave it closed and empty through the grain chutes (3 chutes of 60 x 27 cm) by manually operating the conveyor belt.



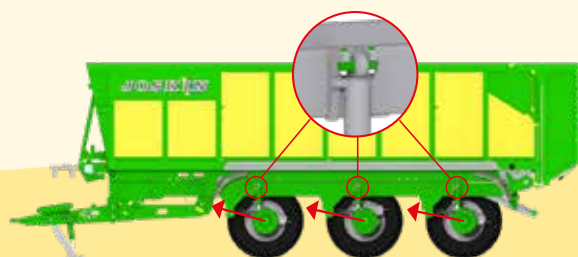
MANAGEMENT AND CONTROL

The **ISOBUS** electronic system centralises all electrohydraulic controls of the machine and allows, for example, adjustment of the drawbar suspension and therefore of the angle of the body when working on headlands, driving on a heap or simply transferring extra weight to the rear axle of the tractor in difficult harvesting conditions. The ISOBUS technology can also control the speed of the conveyor belt, the opening of the door, etc. Two control boxes, one on each side of the rear of the vehicle, allow to operate the conveyor belt when the door is closed.



INDUSTRIAL SCRAPERS

The rear (upper and lower) scrapers **remove any remaining material on the conveyor belt**. The one at the front prevents foreign material to accumulate between the floor and the conveyor belt. Large side scrapers ensure that the body is tight regardless of the type of material being transported.



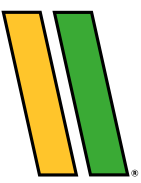
RUNNING GEAR

As standard, the running gear of the Drakkar is bolted and features either a **Hydro-Tandem** (2 axles) or **Hydro-Tridem** (3 axles) **hydraulic suspension**, offering 24 cm clearance and perfect load distribution for maximum stability.



DRAWBAR SUSPENSION

All Drakkar are equipped with a drawbar suspension. On double-axle models, it is mechanical with a **bundle of cross leaves** between the drawbar and the chassis to absorb the shocks. On triple-axle models, the suspension is ensured by **2 double-acting cylinders**, each with a large-capacity nitrogen accumulator. Nothing is more comfortable!



EQUIPMENT



HYDRAULIC CONTROL

If your tractor does not have enough spool valves to control all the hydraulic functions of the machine, it is necessary to add an electrohydraulic solution on it. In this case, electrically controlled hydraulic valves are fitted on the side of the chassis and **gather all or part of the hydraulic functions of the machine**. This concept consists of an aluminium entry block with a capacity of 60 l/min or 120 l/min, onto which the different solenoid valves, each representing a function, are fitted. As standard, the hydraulic installation is equipped to work in a closed circuit, called "Load Sensing", but an ergonomic bypass also allows work in an open circuit, i.e. with tractors without Load Sensing.



GRAIN AUGER

The Drakkar can be equipped with **3 types of grain augers**. The **HPA** is a high-performance transfer auger. It transfers up to 550 tonnes of grains per hour, i.e. 9.16 tonnes per minute! It consists of a horizontal breaking auger that can be used to transfer other products, such as wood chips, for example. The **SSN** is a stainless steel side version. Depending on the model, it transfers from 30 to 70 tonnes per hour. The **ZSN**, rear stainless steel auger, transfers from 30 to 50 tonnes per hour. The SSN and ZSN are both manufactured according to the EN 14301 food standard. They are driven by a medium-flow hydraulic motor. They can therefore be used by any type of tractor.



ISOBUS DISPLAYS

With the ISOBUS technology, you can use either the standard tractor display or one of the optional **Iso-CONTROL terminals** supplied by **JOSKIN**. Available in 2 versions and sizes (5.7" or 10.4"), these touch screens are used to manage all electrohydraulic functions of your machine. The Iso-CONTROL 306 offers a USB key plug-in for data export, while the Iso-CONTROL TOUCH 1000 features GPS and analog camera connections, 2 USB ports and a double display. In addition, via the **JOSKIN's** or your tractor's display, you can use the simple and intuitive Drakkar app., which is integrated as standard. This system is scalable because it was developed in-house specifically for the Drakkar multipurpose trailer.



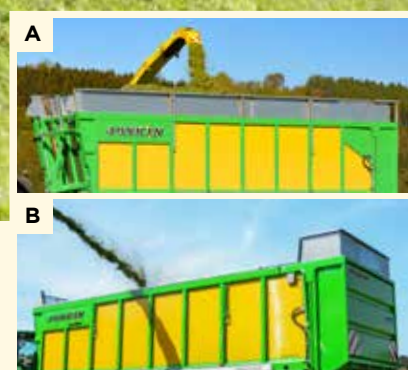
COVERING SYSTEMS

Three covering systems exist to protect the cargo and avoid its loss. The **hydraulic TELECOVER**, consisting of a 25 cm extension and an asymmetrical support (front and rear), allows the trailer to be emptied without having to uncover it. The **hydraulic DUO-COVER** system, consisting of 2 covering nets, rests perfectly on the dome with pressure to ensure that silage or other products are transported without loss. Finally, the “cabriolé” system formed by an **accordion-like cover** can be unfolded and folded horizontally by hand or hydraulically on a guide rail to provide a perfect watertightness in case of bad weather conditions.



WEIGHING SYSTEM ON HYDRAULIC SUSPENSION

The integrated weighing system on the hydraulic suspension measures the pressure in the hydraulic circuits of the axle and drawbar suspensions. As a result, the indicated weight is largely independent of the position of the load in the vehicle. However, the device is very reactive and allows, in particular, to **monitor the unloading process of the trailer**, authorising some manual or automatic adaptations during this process (“dynamic weighing”).



EXTENSIONS

The Drakkar can be equipped with **manual (A) or hydraulic (B) mechanical steel extensions**, which are either galvanised or painted (50 to 850 mm). Thanks to the hydraulic system, loading is easier and material loss is reduced. Two choices are possible depending on the model: independent hydraulic control of the left/right side or hydraulic extensions on all 4 sides. Please note that the hydraulic extensions are compatible with the DUO-COVER hydraulic system.

SCAN ME



Configure your multipurpose trailer in a few clicks!



Silo-SPACE2 480D



Silo-SPACE2 590T

JOSKIN

SILAGE TRAILERS



SCAN ME



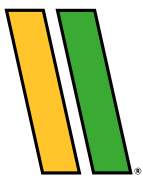
Silo-SPACE2 590T



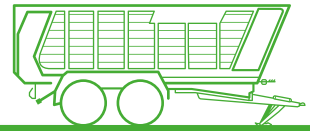
Silo-SPACE2 480D



Silo-SPACE2 590T



GENERAL POINTS



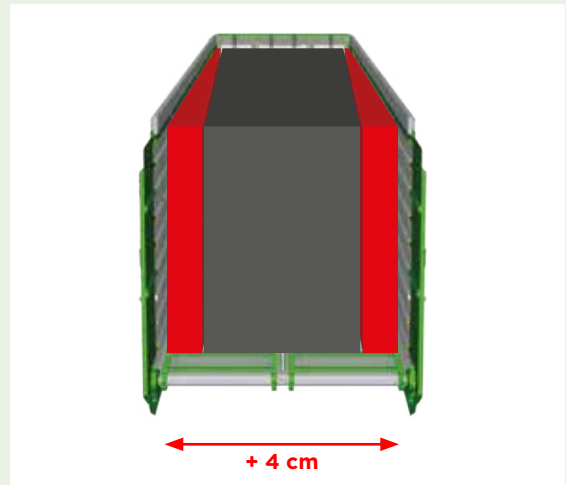
DESIGN

For an efficient unloading on the long term, the moving floor of the Silo-SPACE2 includes **2 moving parts with chains driven by 2 hydraulic motors with side gearboxes or by P.T.O.-shaft**. The slats in closed profiles are alternately placed in order to ensure an even load distribution. The “yaw” chains offer a high resistance to traction. Two sets of 4 Ertalon wear rails are placed on both sides of the body to prevent the moving floor and the body floor from scraping each other (steel against steel).



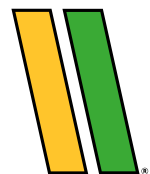
REAR DOOR

The rear door of the Silo-SPACE2 has a **large clearance to facilitate unloading and prevent blockages**. Thanks to this large opening, higher loads can pass under the tailgate. The door is operated by two double-acting cylinders, which are protected by the door arms, and a mechanical locking device with a spring for a perfect closure. The moving floor and door of the Silo-SPACE2 are combined on a control valve with an electric switch to engage the moving floor when the door is fully open. The rear of the machine is designed to prevent material build-up during unloading. In fact, the bumper automatically retracts before the door is opened, and the lights are positioned on the door to **clear the space of any obstacles**.



TAPERED BODY

The design of the Silo-SPACE2 is based on a tapered body with moving floor that ensures a **smooth and fast unloading of the silage products** (maize, grass, etc.). The body, which is 4 cm wider at the rear, minimises friction and allows the silage to expand sufficiently during the unloading process for a fast and complete emptying.



SILO-SPACE2

SILAGE TRANSPORT IN XXL VERSION!

The Silo-SPACE2 is optimised to increase the user's profitability. It **pushes the boundaries regarding loading capacity and maneuverability**. Its design is based on a tapered body with moving floor that ensures a fluid and fast unloading of the silage products. Based on a self-supporting galvanised chassis, this high and sturdy machine is also fitted with a **JOSKIN** hydraulic running gear, which makes it very stable and comfortable to drive, both in fields and on the road.

SCAN ME



1

1-part hydraulic door with protected door cylinders

2

Hydraulic moving floor with 4 yaw chains driven by two 2-gear hydraulic motors

3

Technically permissible load: **22 to 28 t**

4

Volume: **43 to 53 m³ DIN**

5

Manufactured in special high tensile steel

6

Reinforced galvanised chassis

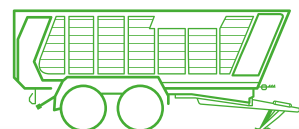
7

Retractable sloping front wall

Axles	Models	Body volume (m ³)	Body volume with 300 mm dome (m ³)	Technically permissible load (t)*	Length inside the body (m)	Width inside the body (m)	Height inside the body (m)
2	480D	43	47	22	7.55 - 8.55	2.34 - 2.38	2.28
	540D	48	53	22	8.55 - 9.55	2.34 - 2.38	2.28
3	540T	48	53	26	8.55 - 9.55	2.34 - 2.38	2.28
	590T	53	58	28	9.55 - 10.55	2.34 - 2.38	2.28

*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.

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COMFORT AND SUSPENSIONS

The Silo-SPACE2 is designed to **be driven at high speed on public roads**, which is why it should be as comfortable as possible. On double-axle models, the drawbar has a hydraulic suspension with 2 cylinders for a **perfect absorption** of the shocks. The triple-axle models are fitted with a hydropneumatic drawbar suspension ensured by two double-acting cylinders, each with a nitrogen accumulator for maximum comfort! The hydraulic stand fits completely in the drawbar during transport. In order to modify the body angle, there is an optional control of the drawbar suspension in the cab. Finally, all Silo-SPACE2 have a Hydro-Tandem/Tridem bolted running gear ensuring a 24 cm clearance, a **perfect load distribution** and a **maximal stability** even at high speed.



SLOPING FRONT WALL

The front wall of the Silo-SPACE2 is painted and perforated to avoid reflections from the tractor lights. It has been designed to **load as much silage as possible while giving the user a clear view of the inside of the body**. To this end, the front wall has a 25° inclination, which guarantees, among other things, an even larger loading volume, and a hinged system that pushes the material in order to improve the unloading operations. The hinged system can also, when the 730 mm headboard is folded, be very useful when starting harvesting a field, to facilitate the filling by the forage harvester.



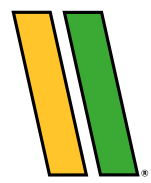
GALVANISED CHASSIS

The chassis of the Silo-SPACE2 combines **sturdiness, ergonomics and economy**. Integrated into the body structure, it forms a monocoque concept for a reduced empty weight and a higher body height for a larger volume. The assembly rests on 250 x 100 x 6 mm profiled tubes and a hot-dip galvanised high tensile steel framework (in the **JOSKIN** Group's galvanising plant). At the back, the integrated chassis ends with a bumper that retracts hydraulically under the machine when unloading to avoid the accumulation of silage.

NEW BODY

The combination of a "lowered" galvanised chassis with a monocoque body allowed, when designing the machine, to increase the height (2.28 m inside) and to reduce the empty weight of the trailer for a **higher payload** and a **longer lifespan**. Many features have been developed based on the strengths of the previous Silo-SPACE, such as the front wall, which is designed to give the user a clear view of the inside regardless of the loaded material.





EQUIPMENT



EXTENSIONS & DUO-COVER

In order to increase the transported volumes, the Silo-SPACE2 benefits from **fixed 160 mm galvanised steel extensions**. It can also be equipped with **hydraulically operated 300 mm extensions**. These can be combined with a **hydraulic DUO-COVER**, a system with 2 non-watertight flexible covering nets on frames, which rest perfectly on the dome with pressure to ensure that silage or other products are transported without loss.



YAW CHAINS

Yaw chains offer a **high tensile strength**. Two sets of 4 wearing-off Ertalon rails are placed on both sides of the body floor to prevent the moving floor and the body floor from scraping each other ("steel against steel"). This device is also quieter. The two well-protected hydraulic motors driving the moving floor have two gears: the first one to set the moving floor in motion and progressively increase its speed, and the second one for a quick and regular unloading.



SIDE DOOR

Located at the front left, the side access door **opens inwards**. With it, **JOSKIN** offers the only solution on the market enabling access to the inside of the trailer when the hydraulic covering system (DUO-COVER) is opened after unloading at the silo. The ladder folds into two sections under the body, reducing the risk of getting caught on narrow paths.



HYDRAULIC BUMPER

In most European countries and beyond, a rear bumper is mandatory for the registration of a vehicle or a coupled implement. Its primary purpose is to **protect the road user** who would hit you from behind. At **JOSKIN**, most vehicles and implements are equipped with a hydraulic rear bumper with European certification as standard. Its advantage is that it can be folded when not in use, and automatically retracted before the door is opened.



SHREDDING BEATERS

It is always possible to equip your Silo-SPACE2 with two galvanised shredding beaters. They are located at the back of the body and are mechanically driven by a drive shaft via the tractor P.T.O. This means that they rotate at the same speed. This option is particularly useful when you want to **shred the material and make it uniform, or place the silage directly on the silo.**



MECHANICAL DRIVE OF THE MOVING FLOOR

For **more simplicity** and to **avoid mixing oils**, it is also possible to operate the moving floor mechanically via the P.T.O.-shaft at 1,000 rpm. This option is particularly interesting for agricultural cooperatives or contractors with multiple tractors, or in the case of rentals.

SCAN ME



Configure your silage trailer in a few clicks!

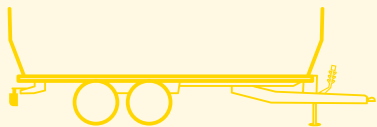


Trailed Wago 10000T21



Trailed WAGO-Loader 10000T21

JOSKIN® BALE TRAILERS AND LOW LOADERS



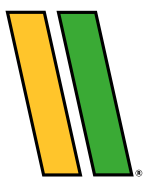
Trailed Wago 8000D14



Semi-mounted WAGO-Loader 10000D14X



Semi-mounted Wago 8000D14



GENERAL POINTS



DESIGN

JOSKIN offers various solutions for transporting bales of straw, machinery, etc. WAGO bale trailers and low loaders are 6 to 11.7 m long and are **made of high tensile steel**, which is cut and welded by automated machines in the **JOSKIN** factories. A mainly tubular structure is so formed to improve the resistance to torsion. For long-term protection, WAGO trailers are either galvanised (in the **JOSKIN** Group's galvanising plant) or painted. The painted versions are first shot blasted and then coated with a 2K industrial quality paint for an optimal protection against corrosion.



FLOOR

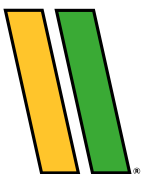
Galvanised bale trailers have a platform equipped with a 4 mm thick high tensile steel **folded sheet**, the aim of which is to reinforce the strength of the floor. In order to avoid water stagnation, the various folds have holes for a quick cleaning and drainage of the liquids. The side edges are slightly sloping, which gives the load more stability. **Painted** models are designed with a **chequered plate** floor. They are also equipped with a special outer steel section forming a 2.5 cm edge to secure the load laterally. **Low loaders** are delivered with a **floor in treated hard wood** (3.5 cm thick).



RUNNING GEAR

The WAGO trailed and semi-mounted bale trailers are designed to have the **lowest centre of gravity possible**. As a result, the standard floor height does not exceed 1.1 m, even with the standard large-diameter wheels (445/45R19.5). Furthermore, the suspension leaves of the running gear are located under the axle square in order to further reduce the loading height, and therefore the centre of gravity. This lowered axle suspension with parabolic leaves provides the driver with unprecedented comfort, regardless of the driving speed. The front axle of the trailed WAGO is fitted under a suspended turntable (360°) making the trailer very easy to manoeuvre.

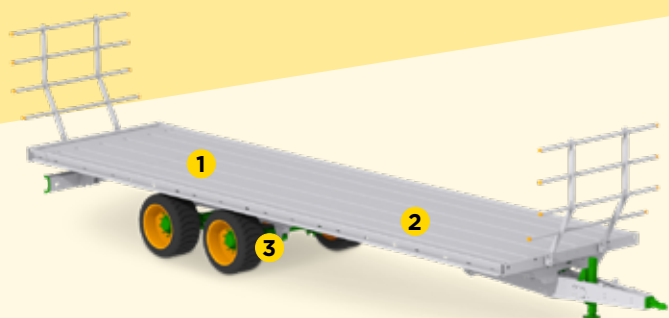




BALE TRAILERS

OUR TRANSPORT SOLUTIONS!

JOSKIN bale trailers are designed to **transport straw/hay bales or Palox boxes**. They are made of high tensile steel, which ensures a very sturdy design. Whatever the model, every detail has been studied to provide a maximal load safety as well as an unmatched manoeuvrability and driving comfort.

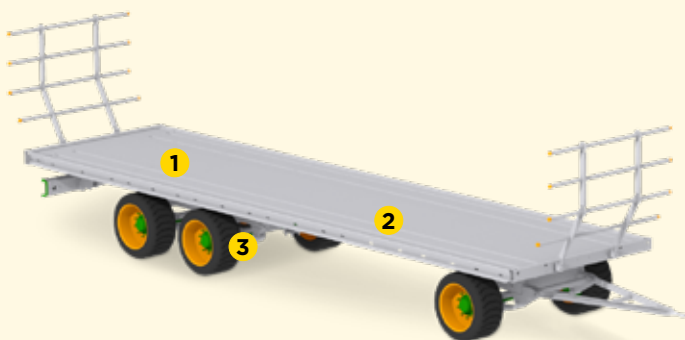


SEMI-MOUNTED WAGO

- 1** Technically permissible load: 7 to 24 t
- 2** Platform length: 6 to 11.7 m
- 3** "Tandem" suspension with leaves under the axles

Axle(s)	Models	Surface treatment	Technically permissible load (t)*	Platform length (m)	Platform width (m)	Floor height (m)
1	6000S07	Paint	7	6	2.53	1.10
2	8000D14	Paint/Galvanisation	14	8	2.53/2.50	1.10
	10000D14	Paint/Galvanisation	14	10	2.53/2.50	1.10
3	10000T24	Paint/Galvanisation	24	10	2.53/2.50	1.10
	11100T24	Galvanisation	24	11.1	2.50	1.10
	11700T24	Paint/Galvanisation	24	11.7	2.53/2.50	1.10

*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.



TRAILED WAGO

- 1** Technically permissible load: 10 to 21 t
- 2** Platform length: 8 to 11.7 m
- 3** Suspension leaves under the axles for a low centre of gravity

Axles	Models	Surface treatment	Technically permissible load (t)*	Platform length (m)	Platform width (m)	Floor height (m)
2	8000D10	Paint	10	8	2.53	1.06
	8000D14	Paint/Galvanisation	14	8	2.53/2.50	1.10
	10000D14	Paint	14	10	2.53	1.10
3	10000T21	Paint/Galvanisation	21	10	2.53/2.50	1.10
	11100T21	Galvanisation	21	11.1	2.50	1.10
	11700T21	Paint/Galvanisation	21	11.7	2.53/2.50	1.10

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GALVANISED OR PAINTED

WAGOs are available in 2 versions. The first one is **hot-dip galvanised** in the **JOSKIN** factory. This protection against rust is very interesting for the durability of the trailers, which are often parked outside. The second one is coated with a **2K industrial 2-component quality paint** to ensure a high quality finish and the durability of the machine. The entire industrial process of "surface treatment" is **essential for the good quality and longevity of JOSKIN bale trailers**.



SECURE LOAD

Bale trailers are equipped with **multi-position, removable front and rear ladders**. In order to secure the load, anchoring points for straps are provided along the entire length of the platform. As an option, you can get **hydraulic side ladders** that cover all 4 sides of the WAGO bale trailers. The side ladders can also be fitted with self-deploying extensions that automatically secure the upper bales, whatever their height.



HYDRAULIC EXTENSION

The 1.15 m hydraulic extension, which is very efficient to adapt the length of the platform to your needs, is present on the 11100 models. It is slid into the chassis at the rear of the platform and is extended at the desired moment via a hydraulic control directly from the tractor. Thanks to this feature, the user can easily **choose the ideal length of the platform** (up to 11.1 m) and arrange the load in the best possible way for a safe transport.



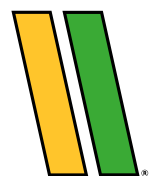
CROSS-SUSPENSION DRAWBAR (SEMI-MOUNTED)

The WAGO semi-mounted bale trailers are fitted with a cross-suspension drawbar with parabolic leaves. This equipment ensures an **outstanding driving comfort, whatever the driving speed**.

TURNTABLE (TRAILED)

The trailed WAGO has two running gears: a single axle on turntable at the front combined with a single or double axle at the back, depending on the model. All axles are equipped as standard with air brakes. The turntable ensures **easy manoeuvres** and a **larger steering angle** for a high manoeuvrability. Thanks to this concept, this bale trailer can be easily loaded and unloaded, as well as easily hitched to and unhitched from the tractor.

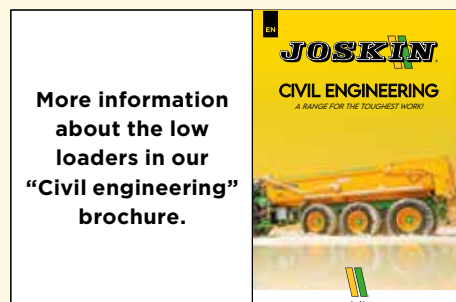




LOW LOADERS

A SOLUTION FOR ALL YOUR TRANSPORT NEEDS!

The WAGO-Loader is **designed to transport heavier loads** (implements, machinery, etc.). To transport bales, these low loaders (with manual ramps or a hydraulic telescopic ramp) can be equipped with hydraulic side ladders as well as front and rear ladders.



SEMI-MOUNTED WAGO-LOADER

- 1** Technically permissible load: 14 to 24 t
- 2** Platform length: 8 to 10 m
- 3** X model: reclining telescopic ramp



Axles	Models	Type of ramp(s)	Technically permissible load (t)*	Platform length (m)	Platform width (m)	Floor height (m)	Brake drums (mm)
2	8000D14X	Telescopic	14	8.00	2.53	1.10	350 x 90
	10000D14X		14	10.00	2.53	1.10	350 x 90
3	10000T24	Manual or 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 WAGO-LOADER

- 1** Technically permissible load: 14 to 21 t
- 2** Platform length: 8 to 9.9 m
- 3** Front axle on turntable



Axles	Models	Type of ramp(s)	Technically permissible load (t)*	Platform length (m)	Platform width (m)	Floor height (m)	Brake drums (mm)
2	8000D14	Manual or hydraulic	14	8.00	2.53	1.10	350 x 90
	10000D14		14	9.90	2.53	1.10	350 x 90
3	10000T21		21	9.90	2.53	1.10	350 x 90

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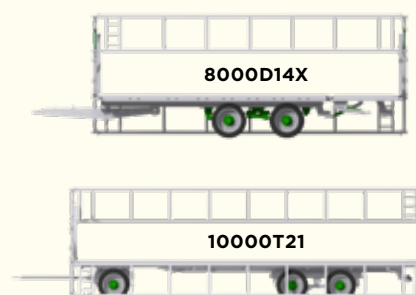
LOWERED REINFORCED CHASSIS

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 (in the **JOSKIN** Group's galvanising plant) to increase the service life of the machine and its resistance to corrosion. As the wooden floor can be easily replaced when worn, the galvanised steel provides an additional protection for trailers parked outside when not in use.



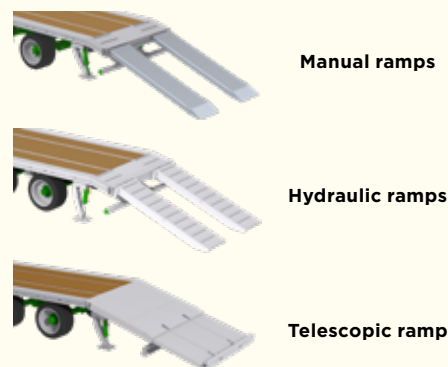
HYDRAULIC SIDE LADDERS AND FRONT/REAR LADDERS

To transport bales, **hydraulic side ladders** are available as an option on models with manual ramps or a telescopic ramp. For even more versatility, 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.



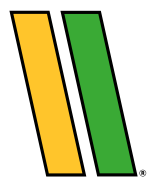
VERSATILITY

The WAGO-Loader is used for loading and moving construction equipment (civil engineering), but with removable ladders it is also suitable for transporting bales. In both cases, in order to secure the load, the low loader has **two hydraulically folding rear stabilising stands** as standard. The dual use of the WAGO-Loader is very interesting in order to make it profitable throughout the year.



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 ramp offers the **possibility to load any type of implement regardless of the distance between their wheels/tracks**. The telescopic ramp in the raised position therefore provides a **1.25 m longer platform**.



EQUIPMENT

(bale trailers and low loaders)



SECURE LOAD

The standard ladders of the WAGO can be easily converted. Their specific bolted design makes it easy to alternate between the "straight" (h.: 1,750 mm) and "rounded" (h.: 990 mm) configurations. Your WAGO can therefore be ideally adapted to all kinds of bales or loads. Hydraulic side ladders are also available on some models. They provide an **increased security and speed of use** due to the fact that both sides can be operated independently. They can also be fitted with self-deploying extensions that automatically secure the upper bales, whatever their height.



LIGHTING AND SAFETY

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 LED lights**: side marker lights, end outline marker lamps (or a combination of both) or a LED flash bar to increase the road user's attention and to meet the requirements of some legislations.



THERMOPLASTIC MUDGUARDS

Although not compulsory in all countries, mudguards are often an interesting feature to **keep the vehicle clean** at the running gear level and to **protect other road users** (as well as yourself) from projections from the wheels. **JOSKIN** mudguards have a modern design and usually cover the entire tyre tread. They are made of light, ergonomic plastic.



REAR HITCH

It is possible to equip your trailer with a **rear hitch**. It can be “basic”, i.e. only used to get your machine out of the mud, or more sophisticated, with electrical and hydraulic connections for a second trailer.



PARKING STAND

For more comfort, and if not provided as standard, it is always possible to equip your **JOSKIN** vehicle with a **hydraulic parking stand**. To limit the number of hoses connected to the tractor, this device can be controlled via an independent hand pump.



POLYETHYLENE BOX

A watertight box allows you to **store all kinds of tools**. This option is particularly useful for storing the lashing straps when they are not in use on an empty trailer.

SCAN ME



Configure your bale trailer or low loader in a few clicks!

Non-contractual document. Data can be modified without prior notice.
Pictures do not necessarily correspond to the standard equipment.

JOSKIN®

TRANSPORT

TRANS-SPACE
9200/30TRC150



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