

# THERMO CONTAINER

[www.werner-weber.com](http://www.werner-weber.com)

for tipper bodies

for roll-off tippers

for lift-off tippers

as a fixed body



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**WERNER**  **WEBER**



## New requirements

According to the Additional Technical Contract Conditions and Guidelines for the Construction of asphalt pavements (ZTV Asphalt-StB 07/13 - Germany) the temperature of the mixing material in the asphalt paver should not fall below 150°C. It must be of a uniform temperature, only then do the material and binding agents possess the optimal characteristics for paving. Thus the temperature of the mixing material is the key to determining the quality of the asphalt. Often conventional tipper vehicles with steel skips are unable to guarantee this; a significant part of the heat is given off via the walls and the floor.

Even conventional covers only provide an insignificant improvement to the insulation behaviour of steel skips. As of 2016, thermal insulation will be required both on the sides (including the front and back walls) and on the bottom of the skip, when purchasing new vehicles. In addition to the thermal insulation of the external surfaces, the vehicle must be equipped with a cover device (e.g. a foldable lid) to avoid a loss in temperature.

No later than 01/01/2019, asphalt may only be handled using insulated truck bodies. In future the Order Management departments in the different countries will be asked to include vehicles and feeders with area-appropriate thermal insulation in their tenders for asphalt road construction services.

## WERNER & WEBER's solution

WERNER & WEBER thermocontainers already meet all of these requirements right now. Using these containers, the mixed material is delivered at the requested temperature, and any drop in temperature is minimal. Thus the required degree of compaction of the asphalt layer is achieved with no problems.



Thermocontainer for installation on a tipper body. Rearwards facing with pendulum tailgate with two manual discharge gate valves. Access ladder on the side, insulated lid.

The side walls and the bottom of the thermocontainers have a double-walled design and are lined with a 120mm thickness of highly-insulating material. The cladding of the insulation layer consists of steel or alternatively of sheet aluminium.

Thermocontainer with fixed installed on a rear tipper chassis. Rearwards facing with pendulum tailgate with two manual discharge gate valves. Insulated lid.



## TIPPER BODY



## ROLL-OFF TIPPER



## LIFT-OFF TIPPER



## REAR TIPPER



### Superior technology

Covers and lids for the containers are supplied in many variations, either with a single or multi-part lid, with a manual, pneumatic, or hydraulic opening mechanism.

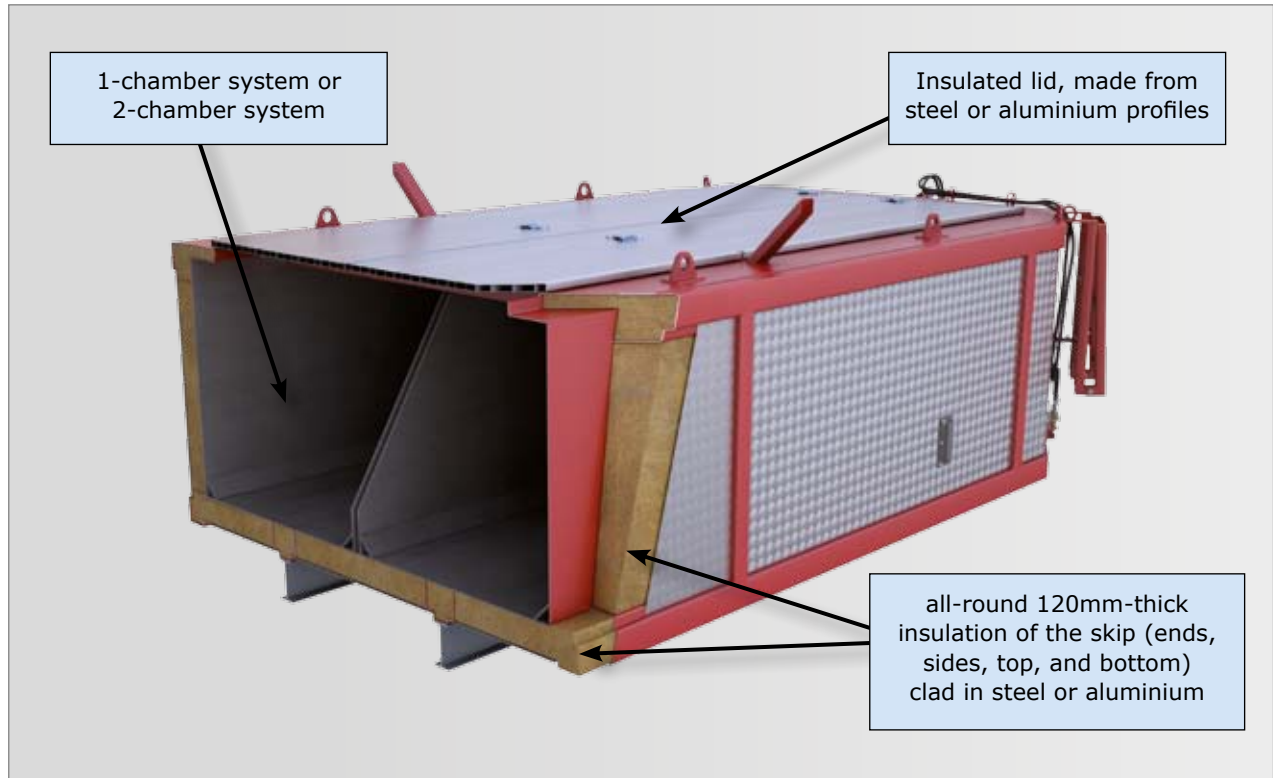
For larger volumes and for reliable feeding of the paver, the discharge opening can be equipped with a hydraulic or pneumatic quick gate valve. The gate valve also has 1 or 2 manual valves for small quantities.

To aid in cleaning the container, the back door can also be designed as a pendulum tailgate. It is locked mechanically by a hand lever.

### Flexibility

WERNER & WEBER thermocontainers are adapted to your precise requirements. The containers are designed to be picked up by a roll-off tipper or lift-off tipper, for fitting to a tipper loading platform, or as a fixed body on the tipper truck. Exchangeable thermocontainers give you the flexibility you need. Today the thermocontainer is in use for road construction, tomorrow the roll-off tipper might be used for container service. The simple mounting system means that within 20 minutes a building site tipper vehicle can be converted into the perfect delivery vehicle for asphalt. The thermocontainer can also be deposited filled with asphalt, and then only deployed at the designated time.





## Product benefits

- Meets the standards for the measures to increase asphalt paving quality from the German Federal Ministry for Transport, Building and Urban Development (BMVBS)
- The option to operate the skip as an exchangeable body, provides a great deal of flexibility. This allows you to use your vehicles at far closer to full capacity.
- The asphalt remains at the required temperature for paving for substantially longer.
- Using thermally-insulated skips, jobs during the cold season are also a possibility.
- Less partial loads in the case of 2-chamber systems, leading to less waste from cooled mixed material. This also saves a journey for a second type of mixed material.

## Future-proof

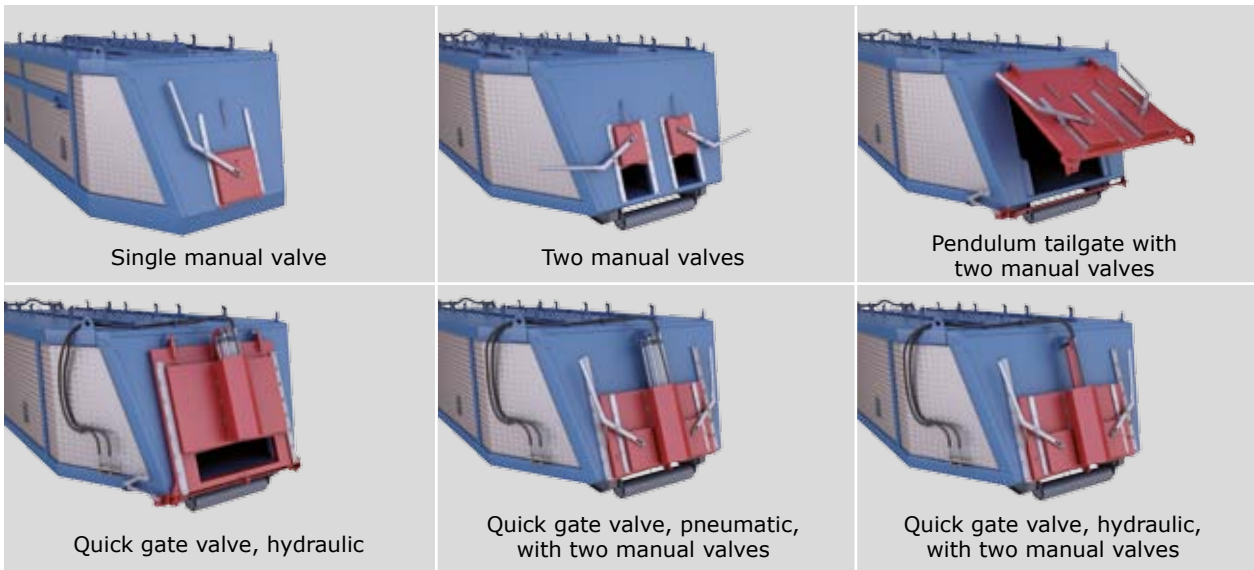
Of course, **temperature monitoring** of the mixed material is possible.

Five sensors attached at the stipulated measurement points continuously provide the latest temperature of the mixed material to an evaluation unit. This unit displays the latest temperatures on a display. Finally a mobile printer unit connected to the evaluation unit via an interface enables the required temperature progression to be printed out.

This allows the current temperature and the progression to be checked again before the mixed material is fed to the paver.



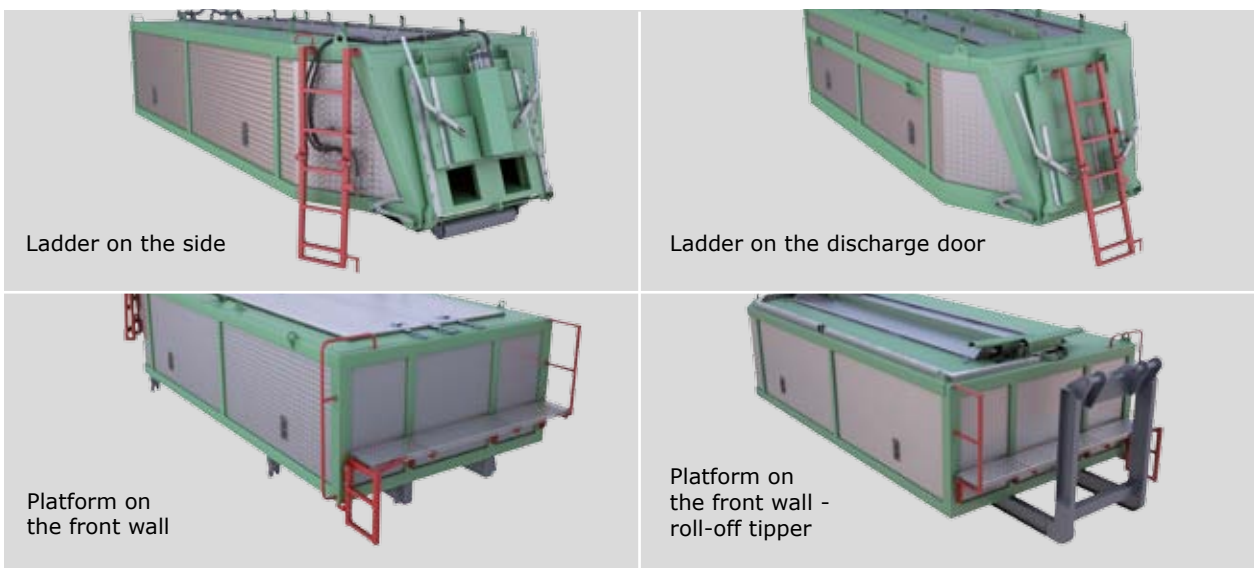
### DISCHARGE OPENING:



### LID:




### LADDERS:





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