

770

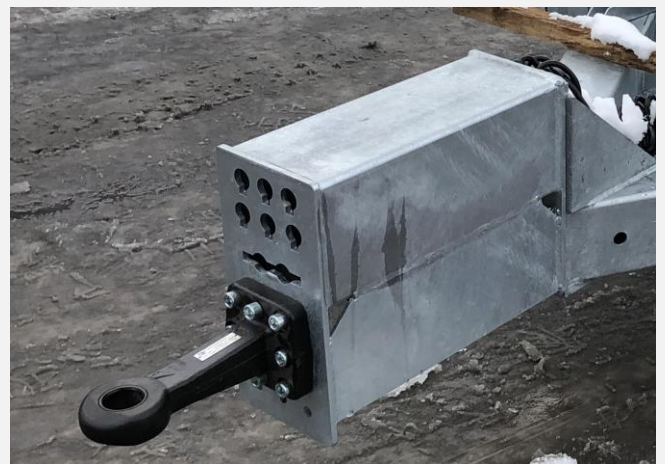
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Advantages of TTMA:

- TTMA is attached directly to the trucks standard coupling
- No extra attachments or devices needed on the towing truck
- Fast deployment time, no machines needed
- Gives permanent protection as the trailer is always 'engaged'
- No need to mount the light arrow directly on the truck
- No dedicated truck as TMA vehicle – full flexible disposal of your fleet

TECHNICAL DETAILS:

- W: 244 cm x H: 79 cm x L: 750 cm
- Weight: 720 kg (without light panel)
- Height of draw eye: 50 cm - 80 cm
- other hitch extensions with up to 120 cm available
- Fully hot dip galvanised
- Successfully tested to MASH 2016 TL-3 (all tests: 3-50, 3-51, 3-52, 3-53),
- Standard draw eye: TTMA can be used with every truck above 4,6 tons.

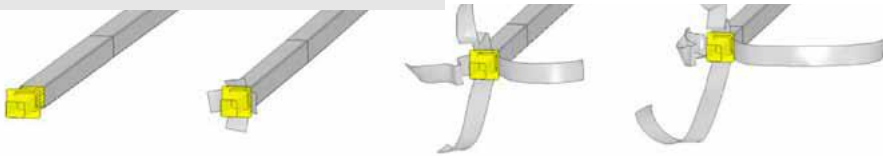


Product tested to:

MASH 2016 TL3 (3-50, 3-51, 3-52, 3-53) 100 km/t

TECHNICAL HIGHLIGHTS

Tube bursting technology



Stages of energy absorption

NCHRP 350 Godkendt



Complies fully to MASH 2016 TL-3

All four MASH 2016- tests have been successfully performed at a speed of 100 km/h with a 2270 kg pick-up truck and 1100 kg car, both head-on, off-set and angle test.

The picture shows the 1100 kg car after the test (100 km/h, head-on). The deformation is small and no debris from the TTMA.

Mandrel



Tube bursting



Tube bursting



Patented tube bursting technology

As you can see in the graphic above, the tapered mandrel of the inner tube is pushed by the impact head into the outer tube and splits it controlled into 4 pieces, which will stay at all times attached to the device.

Various arrow boards



Standard hitch extension



Also available with air brakes



Low repair cost due to modular system

Low speed impacts up to 15 km/h will typically not cause any severe damage on the TTMA

In case of medium speed impacts, mostly the bursting tubes have to be replaced only + reflex plates and trailer lights

No special tools needed – a standard ratchet set is all you need

Damage by crash with about 35 km/h



Damage by crash with about 60 km/h

