



# 2020

**EMILCAMION**  
**TIPPERS**  
**PROTAGONISTS AT**  
**CONSTRUCTION SITES**

**TRIPOST S5 P6 T5**



# EMILCAMION

## TIPPERS PROTAGONISTS AT CONSTRUCTION SITES



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We collaborate with all the manufacturers of industrial vehicles



ATTENTION: The data and commercial references of this catalog are only indicative and subject to change at any time.

REAR TIPPER  
WITH FRONT  
CILINDER



The S5 EVO is the premium product of the EMILCAMION production and is offered in the standard configuration with the hydraulic rear opening – The DUAL-CONTROL hydraulic system manages the opening of the tilting side panel or its complete gull-wing raising as desired by the operator even during the lifting of the tipper. The electrical sensors check that the body is lifted only when the rear side is out of the closing hooks. If equipped with an electric SPINNAKER load cover, in order to avoid interference with the opening of the side, the sheet is automatically withdrawn when the power take-off is engaged.



**NEW REAR SIDE OPENING  
(GULLWING and TILTING)**

The height of the gull-wing opening has been brought, as standard, from 450 mm to 700mm which, thanks to the arched side, in the central part the space increases up to 950 mm with respect to the upper edge of the walls. The rear side can be independently used both in version gull-wing and tilting thanks to the hydraulic control system DUAL -CONTROL.



# INSULATED TANK

REAR TIPPER  
WITH FRONT  
CILINDER



The "INSULATED" box is built in accordance with the S5 EVO project, from 18 to 22 cubic meters, with special arrangements for anchoring the insulation and fixing the protective stainless steel sheets.

The box is sandblasted and painted before mounting the special insulation panels on the sheets heated up to 180 degrees.

A 1.5 mm stainless steel plate is subsequently mounted to protect the insulation.

The protection plate can be left in a natural mirror version or repainted with the customer's preferred colors.



The insulation allows to maintain for a certain period of time the best possible temperature of the loaded material. The cooling speed naturally depends on the external environmental conditions and the time that passed before unloading. The insulation we offer, at the moment, has no real-time temperature management feedback. Thanks to the particular materials used to maintain the thermal quality of the box, an improvement in the quality of transport and work can be obtained compared to traditional tanks.

The insulation currently offered by TKE is as follows:

A - Side walls and rear side

B - Total box excluding the internal part resting on the counter frame.

The side protection fins are not mounted.

## WATERTIGHT REAR SIDE

The rear side can be watertight thanks to the use of a pneumatic seal which is inflated by a command from the cabin - An electrical system guarantees that the seal is put under pressure only with the rear side closed - Automatically, when the power take-off is engaged for the discharge of the tipper, the seal deflates - The seal can be easily removed or replaced - For the transport of bituminous conglomerate it is advisable to remove the seal





REAR TIPPER  
WITH FRONT  
CILINDER



**EXPORT and EVO VERSION**

**REAR TIPPER P6 EVO**

The P6 EVO follows the S5 EVO project except for the fact that the box is offered in the square version (model P6 EXPORT and T5), with the rear side gull-wing hydraulic upwards opening - The DUAL-CONTROL hydraulic system manages the opening of the side both in tilting and completely raised like a gull-wing as wished by the operator, even when the tipper is in the lifting phase. The electrical sensors control that the body is lifted only when the rear edge is out of the closing hooks. In the P6 EVO version it is possible to integrate the BOOK / FLAG opening combination used in the P6 EXPORT and T5 to the already existing gull-wing opening - Three particularly useful and exclusive operating combinations. It is also possible to have a combination with hydraulic opening of the side panels like in the CAMALEONTE model.

**MAXIMUM SAFETY FOR THE SIDE CLOSING**

The sealing hook and the closing of the rear panel are the peculiarity of the P6 EVO tank - The opening of the side and the lifting of the tipper takes place only after the side has been raised and released from the sealing hook.



**BOTH THE "EXPORT" AND "EVO" VERSIONS MAY BE EQUIPPED WITH THE HYDRAULIC SIDE OPENINGS, SEE THE CAMALEONTE**

**REAR TIPPER P6 EXPORT**

The P6 EXPORT has been projected starting from the need to offer customers a rear tipper with a front cylinder (square box) with a straight loading surface to allow the maximum utilization of the width. The P6 EXPORT inherits the technology of the S5EVO (the same counterframe and hydraulic tipping system) as well as the internal dimensions of the T5 (trilateral) including the version with book and flag rear side opening. In the P6 EXPORT version there is a possibility of opening the sides hydraulically from top to bottom with the CAMALEONTE model system.



REAR TIPPER  
WITH FRONT  
CILINDER

**P6**

EXPORT SPECIAL

**REAR TIPPER P6 EXPORT,  
version SPECIAL**

The P6 EXPORT Special has been projected starting from the need to offer customers a rear tipper with front cylinder (square box) with a straight loading surface to allow the maximum utilization of the width. P6 EXPORT Special inherits the technology of the S5EVO (the same counterframe and hydraulic tipping system) as well as the internal dimensions of the T5 (trilateral). In the P6 EXPORT SPECIAL there is a rear side in two sections: the lower one with the hydraulic opening functioning also as a platform extension and the upper tilting one that can also be book-opened or removed.

Equipment suitable  
for heavy loads





TRILATERAL  
TIPPER WITH  
THE CYLINDER  
UNDER THE



foto 2

### TRILATERAL TILTING T5

The trilateral tipper with the lifting cylinder under the box has always been the most versatile set-up, requested and used by construction, transport and earthmoving companies. Precisely because of its ability to be multi-purpose in all work uses, the trilateral tipper is one of the reference products of EMILCAMION called T5. In this context, we wanted to invest in new construction solutions, aiming to maintain its operational reliability, but at the same time achieving important objectives in terms of its lightness and new functional features. The new wear-resistant steels, Brinell hardness 400-450, have made it possible to create cutting-edge profiles and technical solutions. The new T5 trilateral tipper series is characterized by the use of full arched sides without reinforcement uprights, which, in addition to guaranteeing excellent structural strength, have allowed a considerable reduction in weight of the fitted vehicle. T5 is also available in the CAMALEONTE version with the hydraulic opening of the sides from top to bottom and with double sides, the lower one with hydraulic opening and the upper one with tilting. (photo 2)

The side in two longitudinal sections -  
The tilting upper part is closed by the lower one -  
The lower part, with fully automatic hydraulic control from the driver's seat, acts as an extension for unloading, improving the operational functionality of the side unloading. (Photo 2)



# T5 P6 CAMALEONTE

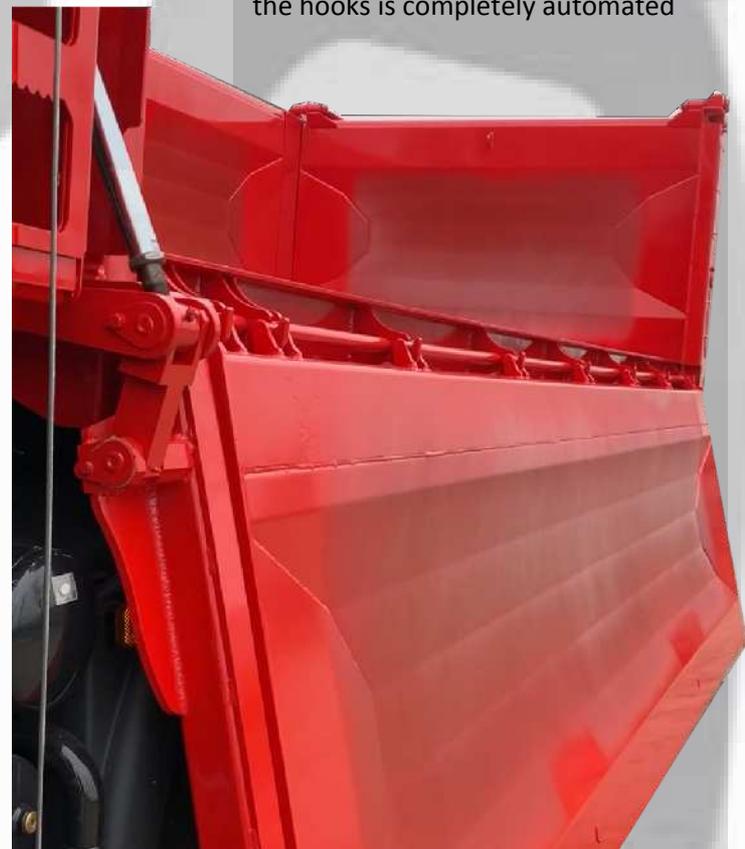
## CAMALEONTE

is a hydraulic system for opening and lifting the sides through a hydraulic cylinder positioned on the front wall of the box.

The operation is done by the vehicle's hydraulic system and takes place with the operator on the ground who controls its movements in absolute safety.

The solution is available for the tippers versions P6 and T5

The opening and closing system of the hooks is completely automated



# THE FIRST TRILATERAL TIPPER

# TRIPOST

EUROPEAN PATENT

**Trilateral tipper with square tank, front tipping cylinder and auxiliary cylinder under the box for lateral tipping**

On the current market, the undoubted advantages of the polygonal tanks with front cylinder and rear tipping have often been preferred to the versatility and safety of the three-side tippers. EMILCAMION, using its experience and desire to innovate, has created TRIPOST which, by keeping the concept of the rear tank, allows also the tipping on the three sides. The rear side is tilting and "gull-wing", exactly as the one mounted on the S5 EVO; the sides can be opened inferiorly and by tilting. TRIPOST also offers great safety in use, in fact, during unloading, in case of important lateral instability of the vehicle, the operator can open the side at the bottom and allow the material to flow out and compensate the instability, allowing the maneuver with major safety.

## MAXIMUM VERSATILITY OF USE

With TRIPOST it is possible to use the vehicle in the ideal unloading condition thanks to the lifting with the front cylinder. The rear side with hydraulic opening upwards will improve this operation ensuring a safe flow of the material.

With TRIPOST it is possible to unload on the right and left, according to the operating needs using the same hydraulic lifting system with the use, only in this case, of an additional auxiliary thrust cylinder.



**weighs little (+)  
than an S5 or P6 tank  
but much (-)  
than a trilateral T5**

# EMILCAMION TIPPERS, AVAILABLE ALSO IN PRE-ASSEMBLED KIT



## PRE-PACKED KITS FOR EXTERNAL AND INTERCHANGEABLE ASSEMBLIES

The S5 - P6 and T5 tippers can be supplied in pre-assembled KITS and arranged for the interchangeable version or mounted in external structures by third parties.

### KIT VERSION FOR INTERCHANGEABLE

The equipment is supplied in a pre-assembled and painted KIT.

The COUNTERFRAME will be supplied painted and without the side fixing plates in order to allow the most correct application of the equipment.

**THE KIT DOES NOT PROVIDE:**  
The hydraulic system of the vehicle including the power take-off, the mudguards, the rear bumper or anything else supplied to the vehicle necessary for its road circulation as well as the local Registration Office testing for the vehicle registration

**FOR ALL THE BRANDS**

# REAR BUMPER

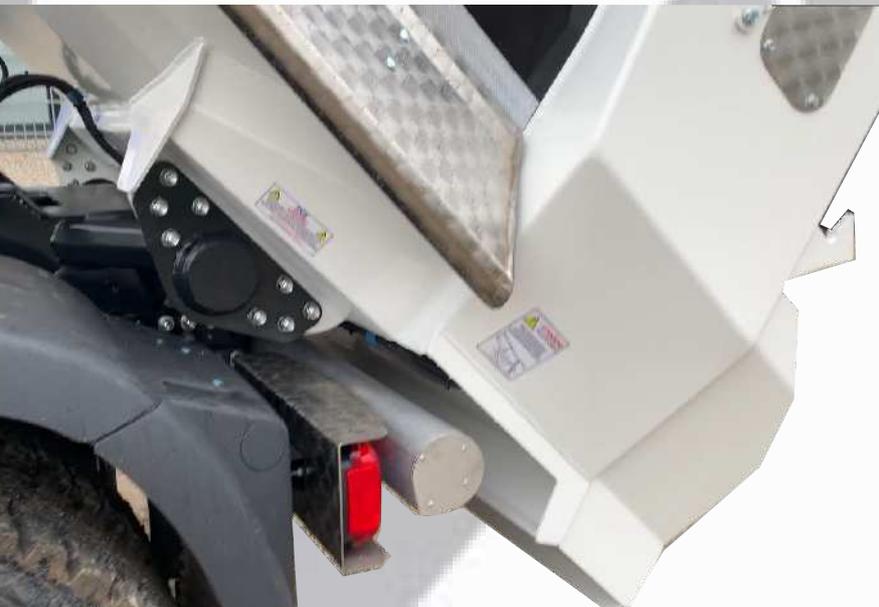


news

HYDRAULIC AND  
MANUAL HANDLING  
Version 2020

**NEW REAR BUMPER  
MANUAL AND HYDRAULIC  
LIFTING - APPROVED**

**CERTIFICATION**  
NEW FIXING REAR BUMPER  
The new rear protection  
device, type "DOC03S001Y"  
complies with ECE58.03  
Regulation and has been  
approved with  
E358R-037083 \* 01



**PNEUMATIC LIFTING OF THE  
REAR BUMPER**

In addition to being articulated,  
the rear bumper can be equipped  
with a double cylinder pneumatic  
lifting system controlled from the  
cabin.  
The longitudinal movement, in  
compliance with the existing  
regulations, must in any case be  
done manually.



MANUAL AND PNEUMATIC  
HANDLING - Version 2015



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