HESSEL TRUCKS

Til rette vedkommende

Hvidovre, d. 08.11.2024

Repræsentanterklæring vedrørende tilladte vægte

Med denne skrivelse bekræftes at følgende køretøj:

Fabrikat	**Mercedes-Benz**
Model	**Arocs**
Type	**963-8-G**
Variant	**4163 AK 8x6/4**
Stelnummer	**W1T96423710755783**

Kan godkendes med følgende tilladte vægte:

Teknisk tilladte akseltryk

1. aksel	**9.000 kg**	**9.000 kg**
2. aksel	**9.000 kg**	**9.000 kg**
3. aksel	**16.000 kg**	**16.000 kg**
4. aksel	**16.000 kg**	**16.000 kg**
DK Tilladt totalvægt	**36.000 kg**	**Teknisk totalvægt 48.000 kg**

	Sættevogn	**Blokpåhængsvogn**	**Bloksættevogn**
Tilladt påhæng m. bremser:	**30.000 kg**	**464.000 kg***	**452.000 kg****
Tilladt påhæng u. bremser:	**00750 kg**	**- kg**	**-kg**
Tilladt vogntogsvægt m. bremser:	**56.000 kg**	**500.000 kg***	**500.000 kg****
Tilladt vogntogsvægt u. bremser:	**36.750 kg**	**- kg**	**-kg**

Vægte med *-markering gælder ved kørsel med blokpåhængsvogn indtil 20 km/t.
Vægte med ** -markering gælder ved kørsel med bloksættevogn indtil 20 km/t.

Det er en forudsætning for ovenstående, at:

- Køretøjerne skal følge sikkerhedskravene i vedh. bilag, og må ikke forcere en stigning på mere end de % som er angivet i bilag BMT ved **500 t** vogntogsvægt og **x t** drivakseltryk.
- Kørsel med en koblingsbelastning på mere end de maksimale **D-værdi på 314 kN** for chassis og fabriksmonteret træk bag (gælder for kode **JQ7Z - Trailer coupling, heavy-duty, D50, 314 kN, Rockinger, og ikke for skammel**) med ovenstående vægte, kan alene accepteres ved hastigheder under maks. 20 km/t og ved en maks. hældning på +/- 1%.
- Hvis anvendt som sættevognstrækker, kan køretøjet ikke køre med en koblingsbelastning på mere end det maksimale eksisterende D-værdi på slider og monteringsplade såvel som skammel, under forudsætning af at de tilladte akseltryk overholdes.

Hvis der er spørgsmål til ovenstående, er de velkommen til at henvende sig til Hessel Trucks.

Med venlig hilsen

Max Schjeldal

Signeret digitalt af: Max Schjeldal
DN: CN = Max Schjeldal C = DK O = Hessel Trucks A/S // CVR:42824909
Dato: 2024.11.08 12:32:02 +01'00'

Max Schjeldal, Hessel Trucks A/S

Hessel Trucks A/S
Stamholmen 149, 4 sal
2650, Hvidovre

CVR: 42824909
Tlf.: +45 6341 4200

HESSEL TRUCKS

Certificate

Model:	4163 AK 8x6/4
Chassis number:	W1T96423710755783

Depending on it's as a tractor or semitrailer tractor the vehicle features the following equipment:

Tractor/ Semitrailer tractor	2. Steering axle 9,0t End crossmember, heavy-duty truck (SLT), Code JQQA with trailer coupling Rockinger model 56E, D value 314 kN, Code JQ7Z, with brake and light connectors for the trailer at the rear end; Fifth wheel coupling and mounting plate / slider with with D-value 260 kN; Cross member for heavy-duty coupling, with D-value 314 kN, front code JQQB, and rear code JQQA for use as push or pull truck up to max. 250 Ton.

We agree with the following weights:

Use as:	Tractor	Semitrailer tractor	Technically permissible
Axle 1	9000 kg	9000 kg	9000 kg
Axle 2	9000 kg	9000 kg	9000 kg
Axles 3+4	2x 9500 kg	2x 16 000 kg*	2x 16 000 kg*
Gross vehicle weight	36 000 kg	48 000 kg*	48 000 kg*
Semitrailer combination weight	30 000 kg	250 000 kg*	see page 2 + 3
Towing capacity/with continuous brake	- kg	- kg	see page 2 + 3

*requires a national certificate of exemption according to § 70 StVZO for § 34 StVZO.
If more requirements of StVZO and StVO cannot be met, additional certificates of exemption must be requested. These may entail additional obligations and notes which also have to be met and observed.

In the country of use of the vehicle the national legislation regarding licensing and required certificates of exemption must be taken into account and handled seperately.

HESSEL TRUCKS

Page 2 for tractor W1T96423710755783/ 4163 AK 8x6/4

The higher gross combination weights specified on pages 1 and 2 are valid only in connection with the additional conditions and restrictions mentioned below:

- In general, the approval and permit procedure according to §70 StVZO does not allow haulage of gross combination weights in excess of 180 000 kg unless a combination of two pull tractors is used. For this reason, towing the specified gross combination weight of 250 000 kg with one tractor is possible as an exception only.

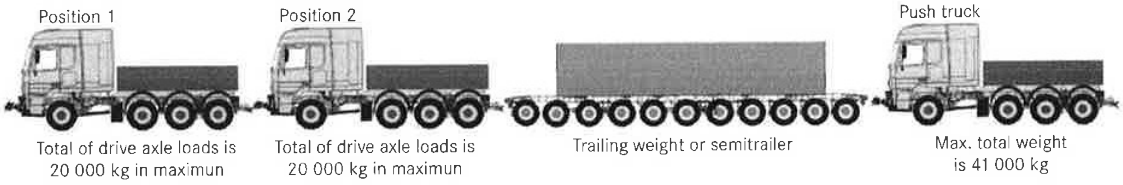
- **Up to a D value of 314 kN** the towing capacity of 215 000 kg specified on page 1 can be exceeded as a general rule under the conditions described herein supposed that the tractor is used as a pull truck and is used occasionally only for the haulage of such heavy loads.

With regard to the traffic safety of the vehicle there are no objections to an occasional haulage of gross combination weights exceeding 250t. However, this involves a higher stress and will result in a faster wear of the drive line. Therefore, the manufacturer is not liable for damage resulting from excessive use.

- **With the D-value of 314 kN being exceeded**, the gross combination weight can be increased up to a maximum of **500 t** if the following requirements are met according to the manufacturer's general conditions of use for model 56E:
The operating speed of the combination of pull tractors is limited to **20 km/h.**
With a gross combination weight of 500 t the maximum allowed incline or decline is restricted to **1%.**
After each haulage operation with a total combination weight of more than 250t a visual inspection of all connecting elements must be carried out. In addition, all mounting bolts of the trailer coupling and of the end crossmember must be checked. Retightening is not permitted if bolts have come loose. Instead, they have to be replaced and tightened to the specified torque and angle according to the manufacturer's specification (see mounting and operating instructions).

- If a combination of pull tractors is required, it may not consist of more than **two** tractors at positions 1 and 2. An additional push truck with appropriate hitching equipment may be used for pushing the load.

- **Independent** of the axle configuration, the maximum traction force of the tractors may not exceed 320 kN (this is equivalent to a maximum total drive axle load of 40 000 kg at μ 0,8/dry asphalt). The limitation is due to the heavy duty rear crossmeber and the trailer coupling of the tractor to which the trailer is connected to.
The **example** below shows a combination of tractors with two pull tractors of axle configuration 8x4 with 2x10 000 kg drive axle load each and a push truck (optional axle configuration) at the rear end.



HESSEL TRUCKS

Page 3 for tractor W1T96423710755783/ 4163 AK 8x6/4

- With **one** pull tractor being used the total of drive axle loads may not exceed 40 000kg (this is equivalent to a traction force of 320kN/μ 0,8 dry asphalt)

- If used as a semitrailer tractor, the combination weight specified on page 1 may be increased up to a maximum of 500 t within the framework of the existing D-value of the slider and/or the mounting plate as well as of the fifth wheel supposed that technical axle loads are complied with.

- For the pull tractor in position 2 diagonal pulling is limited to 10 degrees at the heavy duty front cross member and to 7 degrees at the heavy end cross member at the rear.

- The maximum theoretical climbing ability can be calculated from the attached diagrams for different drive axle loads with the full D-value being used.

Engaging the parking brake of the tractor including trailer/semitrailer will safely hold the combination in inclines/declines up to 12 % as long as the total combination weight does not exceed **180T** supposed that the brake systems of the tractor(s) and of the trailer/semitrailer are in perfect condition and perfectly adjusted to each other. For higher weights the ECE-R13 does not apply.

In case of higher weights the tractor combination must be secured mechanically in inclines/declines during standstill to prevent it from rolling off. In addition / alternatively the brake system of the trailer/semitrailer must be capable of holding its actual own weight (without tractor) on inclines/declines, e.g. with the help of spring-loaded brake cylinders.

The change or completion of the certificate of registration is made by the inspection authority upon presentation of this document.

This information must be filed safely (compliant to auditing requirements) in the repair order and must be attached to the vehicle documents and the owner's manual.

Please make sure that this information is provided to the customer as well.

Med venlig hilsen
Hessel Trucks A/S

Max Schjeldal
Hessel Trucks A/S
Stamholmen 149, 4 sal
2650, Hvidovre
Tlf.: +45 6341 4223

Theoretische Steigfähigkeit an der Rutschgrenze trocken in %

(Durchfahren von Steigungen)

Mercedes-Benz Trucks

☐ Nass
☒ Trocken

0,8 µ Asphalt
0,01 Rollwiderstandsbeiwert

Durch kurzzeitiges Einsetzen von Anfahrhilfen (hebbare Achsen/Lastverteilung) können höhere Antriebsachslasten erzielt werden

Daimler Tuck AG Abt. TP/EVE
Carsten Hirt
Tel.: 0711 17 58206

	Angetriebene Achslast in t mit eingelegter Differenzialsperre									2x10t+2x10t	2x10t+2x13t	2x13t+2x13t
Lzgg in t	11,5	18	19	20	24	26	29	33	35	40	46	52
44	20	32	34	35	43	46	52	59	63	72	83	94
50	17	28	29	31	37	41	45	52	55	63	73	82
55	16	25	27	28	34	37	41	47	50	57	66	75
60	14	23	24	26	31	34	38	43	46	52	60	68
65	13	21	22	24	29	31	35	40	42	48	56	63
70	12	20	21	22	26	29	32	37	39	45	52	58
75	11	18	19	20	25	27	30	34	36	42	48	54
80	11	17	18	19	23	25	28	32	34	39	45	51
85	10	16	17	18	22	23	26	30	32	37	42	48
90	9	15	16	17	20	22	25	28	30	35	40	45
95	9	14	15	16	19	21	23	27	28	33	38	43
100	8	13	14	15	18	20	22	25	27	31	36	41
105	8	13	13	14	17	19	21	24	26	29	34	39
110	7	12	13	14	16	18	20	23	24	28	32	37
115	7	12	12	13	16	17	19	22	23	27	31	35
120	7	11	12	12	15	16	18	21	22	26	30	34
125	6	11	11	12	14	16	18	20	21	25	28	32
130	6	10	11	11	14	15	17	19	21	24	27	31
135	6	10	10	11	13	14	16	19	20	23	26	30
140	6	9	10	10	13	14	16	18	19	22	25	29
145	5	9	9	10	12	13	15	17	18	21	24	28
150	5	9	9	10	12	13	14	17	18	20	24	27
155	5	8	9	9	11	12	14	16	17	20	23	26
160	5	8	9	9	11	12	14	16	17	19	22	25
165	5	8	8	9	11	12	13	15	16	18	21	24
170	4	7	8	8	10	11	13	15	15	18	21	23
175	4	7	8	8	10	11	12	14	15	17	20	23
180	4	7	7	8	10	11	12	14	15	17	19	22
185	4	7	7	8	9	10	12	13	14	16	19	21
190	4	7	7	7	9	10	11	13	14	16	18	21
195	4	6	7	7	9	10	11	13	13	15	18	20

Theoretische Steigfähigkeit an der Rutschgrenze trocken in %

(Durchfahren von Steigungen)

Mercedes-Benz Trucks

☐ Nass 0,8 µ Asphalt

☒ Trocken 0,01 Rollwiderstandsbeiwert

Durch kurzzeitiges Einsetzen von Anfahrhilfen (hebbare Achsen/Lastverteilung) können höhere Antriebsachslasten erzielt werden

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Carsten Hirt
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	Angetriebene Achslast in t mit eingelegter Differenzialsperre									2x10t+2x10t	2x10t+2x13t	2x13t+2x13t
Lzgg in t	11,5	18	19	20	24	26	29	33	35	40	46	52
200	4	6	7	7	9	9	11	12	13	15	17	20
205	3	6	6	7	8	9	10	12	13	15	17	19
210	3	6	6	7	8	9	10	12	12	14	17	19
215	3	6	6	6	8	9	10	11	12	14	16	18
220	3	6	6	6	8	8	10	11	12	14	16	18
225	3	5	6	6	8	8	9	11	11	13	15	17
230	3	5	6	6	7	8	9	10	11	13	15	17
235	3	5	5	6	7	8	9	10	11	13	15	17
240	3	5	5	6	7	8	9	10	11	12	14	16
245	3	5	5	6	7	7	8	10	10	12	14	16
250	3	5	5	5	7	7	8	10	10	12	14	16
255	3	5	5	5	7	7	8	9	10	12	13	15
260	3	5	5	5	6	7	8	9	10	11	13	15
265	2	4	5	5	6	7	8	9	10	11	13	15
270	2	4	5	5	6	7	8	9	9	11	13	14
275	2	4	5	5	6	7	7	9	9	11	12	14
280	2	4	4	5	6	6	7	8	9	10	12	14
285	2	4	4	5	6	6	7	8	9	10	12	14
290	2	4	4	5	6	6	7	8	9	10	12	13
295	2	4	4	4	6	6	7	8	8	10	11	13
300	2	4	4	4	5	6	7	8	8	10	11	13
305	2	4	4	4	5	6	7	8	8	9	11	13
310	2	4	4	4	5	6	6	8	8	9	11	12
315	2	4	4	4	5	6	6	7	8	9	11	12
320	2	4	4	4	5	6	6	7	8	9	11	12
325	2	3	4	4	5	5	6	7	8	9	10	12
330	2	3	4	4	5	5	6	7	7	9	10	12
335	2	3	4	4	5	5	6	7	7	9	10	11
340	2	3	3	4	5	5	6	7	7	8	10	11
345	2	3	3	4	5	5	6	7	7	8	10	11
350	2	3	3	4	4	5	6	7	7	8	10	11
355	2	3	3	4	4	5	6	6	7	8	9	11

Theoretische Steigfähigkeit an der Rutschgrenze trocken in %

(Durchfahren von Steigungen)

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Carsten Hirt
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	Angetriebene Achslast in t mit eingelegter Differenzialsperre									2x10t+2x10t	2x10t+2x13t	2x13t+2x13t
Lzgg in t	11,5	18	19	20	24	26	29	33	35	40	46	52
360	2	3	3	3	4	5	5	6	7	8	9	11
365	2	3	3	3	4	5	5	6	7	8	9	10
370	1	3	3	3	4	5	5	6	7	8	9	10
375	1	3	3	3	4	5	5	6	6	8	9	10
380	1	3	3	3	4	4	5	6	6	7	9	10
385	1	3	3	3	4	4	5	6	6	7	9	10
390	1	3	3	3	4	4	5	6	6	7	8	10
395	1	3	3	3	4	4	5	6	6	7	8	10
400	1	3	3	3	4	4	5	6	6	7	8	9
405	1	3	3	3	4	4	5	6	6	7	8	9
410	1	3	3	3	4	4	5	5	6	7	8	9
415	1	2	3	3	4	4	5	5	6	7	8	9
420	1	2	3	3	4	4	5	5	6	7	8	9
425	1	2	3	3	4	4	4	5	6	7	8	9
430	1	2	3	3	3	4	4	5	6	6	8	9
435	1	2	2	3	3	4	4	5	5	6	7	9
440	1	2	2	3	3	4	4	5	5	6	7	8
445	1	2	2	3	3	4	4	5	5	6	7	8
450	1	2	2	3	3	4	4	5	5	6	7	8
455	1	2	2	3	3	4	4	5	5	6	7	8
460	1	2	2	2	3	4	4	5	5	6	7	8
465	1	2	2	2	3	3	4	5	5	6	7	8
470	1	2	2	2	3	3	4	5	5	6	7	8
475	1	2	2	2	3	3	4	5	5	6	7	8
480	1	2	2	2	3	3	4	5	5	6	7	8
485	1	2	2	2	3	3	4	4	5	6	7	8
490	1	2	2	2	3	3	4	4	5	6	7	7
495	1	2	2	2	3	3	4	4	5	5	6	7
500	1	2	2	2	3	3	4	4	5	5	6	7

Theoretische Steigfähigkeit an der Rutschgrenze nass in %

(Durchfahren von Steigungen)

Mercedes-Benz Trucks

☑ **Nass** ☐ **Trocken**

0,5 µ Asphalt
0,015 Rollwiderstandsbeiwert

Durch kurzzeitiges Einsetzen von Anfahrhilfen (hebbare Achsen/Lastverteilung) können höhere Antriebsachslasten erzielt werden

Daimler Tuck AG Abt. TP/EVE
Carsten Hirt
Tel.: 0711 17 58206

	Angetriebene Achslast in t mit eingelegter Differenzialsperre									2x10t+2x10t	2x10t+2x13t	2x13t+2x13t
Lzgg in t	11,5	18	19	20	24	26	29	33	35	40	46	52
44	12	19	20	21	26	28	31	36	38	44	51	58
50	10	17	18	19	23	25	28	32	34	39	45	51
55	9	15	16	17	20	22	25	29	30	35	40	46
60	8	14	14	15	19	20	23	26	28	32	37	42
65	7	12	13	14	17	19	21	24	25	29	34	39
70	7	11	12	13	16	17	19	22	24	27	31	36
75	6	11	11	12	15	16	18	21	22	25	29	33
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100	4	8	8	9	11	12	13	15	16	19	22	25
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115	4	6	7	7	9	10	11	13	14	16	19	21
120	3	6	6	7	9	9	11	12	13	15	18	20
125	3	6	6	7	8	9	10	12	13	15	17	19
130	3	5	6	6	8	9	10	11	12	14	16	19
135	3	5	6	6	7	8	9	11	11	13	16	18
140	3	5	5	6	7	8	9	10	11	13	15	17
145	2	5	5	5	7	7	9	10	11	12	14	16
150	2	5	5	5	7	7	8	10	10	12	14	16
155	2	4	5	5	6	7	8	9	10	11	13	15
160	2	4	4	5	6	7	8	9	9	11	13	15
165	2	4	4	5	6	6	7	9	9	11	12	14
170	2	4	4	4	6	6	7	8	9	10	12	14
175	2	4	4	4	5	6	7	8	9	10	12	13
180	2	4	4	4	5	6	7	8	8	10	11	13
185	2	3	4	4	5	6	6	7	8	9	11	13
190	2	3	4	4	5	5	6	7	8	9	11	12
195	1	3	3	4	5	5	6	7	7	9	10	12

Theoretische Steigfähigkeit an der Rutschgrenze nass in %

(Durchfahren von Steigungen)

Mercedes-Benz Trucks

☒ Nass ☐ Trocken

0,5 µ Asphalt
0,015 Rollwiderstandsbeiwert

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Daimler Tuck AG Abt. TP/EVE
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Lzgg in t	Angetriebene Achslast in t mit eingelegter Differenzialsperre									2x10t+2x10t	2x10t+2x13t	2x13t+2x13t
	11,5	18	19	20	24	26	29	33	35	40	46	52
200	1	3	3	4	5	5	6	7	7	9	10	12
205	1	3	3	3	4	5	6	7	7	8	10	11
210	1	3	3	3	4	5	5	6	7	8	9	11
215	1	3	3	3	4	5	5	6	7	8	9	11
220	1	3	3	3	4	4	5	6	6	8	9	10
225	1	3	3	3	4	4	5	6	6	7	9	10
230	1	2	3	3	4	4	5	6	6	7	9	10
235	1	2	3	3	4	4	5	6	6	7	8	10
240	1	2	2	3	4	4	5	5	6	7	8	9
245	1	2	2	3	3	4	4	5	6	7	8	9
250	1	2	2	3	3	4	4	5	6	7	8	9
255	1	2	2	2	3	4	4	5	5	6	8	9
260	1	2	2	2	3	4	4	5	5	6	7	9
265	1	2	2	2	3	3	4	5	5	6	7	8
270	1	2	2	2	3	3	4	5	5	6	7	8
275	1	2	2	2	3	3	4	5	5	6	7	8
280	1	2	2	2	3	3	4	4	5	6	7	8
285	1	2	2	2	3	3	4	4	5	6	7	8
290	0	2	2	2	3	3	4	4	5	5	6	7
295	0	2	2	2	3	3	3	4	4	5	6	7
300	0	2	2	2	3	3	3	4	4	5	6	7
305	0	1	2	2	2	3	3	4	4	5	6	7
310	0	1	2	2	2	3	3	4	4	5	6	7
315	0	1	2	2	2	3	3	4	4	5	6	7
320	0	1	1	2	2	3	3	4	4	5	6	7
325	0	1	1	2	2	3	3	4	4	5	6	7
330	0	1	1	2	2	2	3	4	4	5	5	6
335	0	1	1	1	2	2	3	3	4	4	5	6
340	0	1	1	1	2	2	3	3	4	4	5	6
345	0	1	1	1	2	2	3	3	4	4	5	6
350	0	1	1	1	2	2	3	3	4	4	5	6
355	0	1	1	1	2	2	3	3	3	4	5	6

Theoretische Steigfähigkeit an der Rutschgrenze nass in %

(Durchfahren von Steigungen)

Mercedes-Benz Trucks

☒ **Nass** 0,5 µ Asphalt

☐ **Trocken** 0,015 Rollwiderstandsbeiwert

Durch kurzzeitiges Einsetzen von Anfahrhilfen (hebbare Achsen/Lastverteilung) können höhere Antriebsachslasten erzielt werden

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	Angetriebene Achslast in t mit eingelegter Differenzialsperre									2x10t+2x10t	2x10t+2x13t	2x13t+2x13t
Lzgg in t	11,5	18	19	20	24	26	29	33	35	40	46	52
360	0	1	1	1	2	2	3	3	3	4	5	6
365	0	1	1	1	2	2	2	3	3	4	5	6
370	0	1	1	1	2	2	2	3	3	4	5	6
375	0	1	1	1	2	2	2	3	3	4	5	5
380	0	1	1	1	2	2	2	3	3	4	5	5
385	0	1	1	1	2	2	2	3	3	4	4	5
390	0	1	1	1	2	2	2	3	3	4	4	5
395	0	1	1	1	2	2	2	3	3	4	4	5
400	0	1	1	1	2	2	2	3	3	4	4	5
405	0	1	1	1	1	2	2	3	3	3	4	5
410	0	1	1	1	1	2	2	3	3	3	4	5
415	0	1	1	1	1	2	2	2	3	3	4	5
420	0	1	1	1	1	2	2	2	3	3	4	5
425	0	1	1	1	1	2	2	2	3	3	4	5
430	0	1	1	1	1	2	2	2	3	3	4	5
435	0	1	1	1	1	1	2	2	3	3	4	4
440	0	1	1	1	1	1	2	2	2	3	4	4
445	0	1	1	1	1	1	2	2	2	3	4	4
450	0	1	1	1	1	1	2	2	2	3	4	4
455	0	0	1	1	1	1	2	2	2	3	4	4
460	0	0	1	1	1	1	2	2	2	3	4	4
465	0	0	1	1	1	1	2	2	2	3	3	4
470	0	0	1	1	1	1	2	2	2	3	3	4
475	0	0	1	1	1	1	2	2	2	3	3	4
480	0	0	0	1	1	1	2	2	2	3	3	4
485	0	0	0	1	1	1	1	2	2	3	3	4
490	0	0	0	1	1	1	1	2	2	3	3	4
495	0	0	0	1	1	1	1	2	2	3	3	4
500	0	0	0	1	1	1	1	2	2	3	3	4