

## ✓ Features



Vans can be fitted with either flush, barn or roller shutter doors at the rear, with a further option of having flush doors incorporated along either or both sides. Barn doors feature large, robust, large diameter lock rods, flush doors are offered for better presentation of livery and shutters, including wide lathe shutters, are offered for quicker dock loading/unloading to speed multi-drop operations.



A 'high gloss' finish inside and out helps to maintain a clean, neat appearance, with an ample kick strip providing scuff protection during loading/unloading. Load restraining rails are side panel mounted



Montracon offers a choice of lighting packages, including the LED that is increasingly becoming the preferred choice for improved performance and longevity.



Montracon fits the full range of tail lifts - pillar, tuck or slide away - offered by the major manufacturers.



To ease loading/unloading, the trailer deck is easily raised or lowered at the rear to match dock height. An automatic trip restores the deck to normal running height on departure.



Carefully positioned reinforced buffers minimise the risk of damage when reversing up to a loading bay, for example.



29mm vertically laminated hardwood floor fitted as standard with either steel or aluminium chequer dump plates fitted flush or overlaid.



With an aluminium skin as standard, Montracon offer a GRP translucent roof or for loads that are susceptible to heat or moisture then a 30mm insulated roof is also available.



Developed to aid safety, MAVIS (Montracon Articulated Vehicle Interconnecting System) allows coupling/uncoupling from either side of the trailer - eliminating any need to clamber onto the tractor cat walk.



A stow away ladder eases entry/exit to and from the body.

# Vans



Whatever your trailer requirement may be and wherever in Britain and Ireland you are, you will be close to one of Montracon's regional sales executives who will be happy to visit and to discuss how Montracon can best meet your needs.

Montracon reserve the right to change specification and the status of standard optional features at any time.

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 the trailer for road transport

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# Vans

Of all the European manufacturers, Montracon probably offers the most comprehensive range of any to ensure that its vans meet the broadest and most diverse range of applications. Montracon vans are grp panelled and are supplied as either a single or step frame, the latter primarily for high cube operations. Trailers are mounted on either a single axle, or on tandem or triaxle bogies for operation at up to 44tonnes gtw, and beyond.

In addition, Montracon offers a full range of aerodynamic options from the fully specified FST (fuel saving trailer) to the inclusion of specific, individual features offering reported fuel savings of up to 10% and more.

Thereafter, options are fine tuned to meet more exacting requirements and to maximise your operating flexibility and your fleet efficiency.

A full range of vans from the standard to the bespoke designed and built to meet precise operating requirements.



To fully use the cube, single and double deck options are available for both straight and step frame vans at overall trailer heights of up to 4.8m.

## Fuel Saving

Montracon has developed a range of fuel saving options that can trim consumption by up to 10% or more – depending on operating conditions and the level of options chosen. Top of the range is the purpose designed FST (fuel saving trailer). It uses aerodynamic design and vortex generator technology to provide attached air flow along the roof and sides, directing it into the base area immediately behind the trailer to reduce drag.



Depending on operating conditions, the Montracon FST (fuel saving trailer) can trim the fuel bill of combinations using a standard 4.2m high trailer by up to 10% or more.

Side skirts promote attached air flow along the trailer sides.

Vortex generators direct attached air flow to the base drag area immediately behind the trailer to reduce drag.

A purpose designed front headboard aids air flow onto the trailer from the tractor's cab mounted deflector.

A roof that cants toward the front promotes an attached air flow to improve the aerodynamic envelope and the fuel economy achieved with the max height trailer. Savings as high as 15% have been reported for overnight motorway trunking operations.

## Specialist Trailers



Rear door/tail lift arrangement designed to meet retail delivery requirement.



Designed to meet the specific needs of an outside broadcast provider.



Designed to accommodate racing cars and crew, yet be low enough to access the pits via tunnels under the race track.



Internally installed lift, with fore/aft movement to ease loading and unloading capability.