VACUUM TANKER

BROCHURE





SA-S Single Axle - Standard



SA-R Single Axle - Recessed



TS-R Tandem Semi - Recessed



TD-R Tandem - Recessed



TRI-S Triple - Standard



TRI-SR Triple - Semi Recessed



D-B & T-S Dribble Bars & Trailing Shoes

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Our Story

Established in 1988, HiSpec Engineering Ltd is a family-owned and run company based in Carlow, Ireland. Since the company's inception, we have grown progressively as a manufacturer and supplier of top quality machinery.

Our core activity is centred on the design and manufacturing of innovative and reliable machinery for use throughout the agricultural sector. We are a company that is proud of the dependable and honest reputation we have built. We aim to continue a sustainable business that will benefit national and international communities.

HiSpec Engineering has invested heavily in our production facilities in order to provide our customers with the highest quality products. We have established a strong core dealer network throughout Ireland and the UK. We also manufacture and distribute agricultural machines to various countries around the world.

We are focused on improving our products and we are always looking to establish greater efficiencies to ensure that HiSpec maintains its reputation as a market leader in manufacturing high quality agricultural products.

Yours Sincerely,

The Nolan Family

Tanker Range



SA-S

Single Axle- Standard

800 SA-S
1150 SA-S
1350 SA-S
1600 SA-S
2000 SA-S

Non recessed single axle tanker featuring a 9000 litre Jurop pump and an agricultural axle as standard.



SA-R

Single Axle- Recessed

1350 SA-R
1600 SA-R
2000 SA-R
2300 SA-R
2600 SA-R
3000 SA-R

Single axle recessed tankers with large diameter wheels, ideal for farmers and contractors alike.

Sprung drawbar and commercial axle as standard.



TS-R

Tandem Semi- Recessed

3500 TS-R
4000 TS-R

Semi-Recessed tandem axle with lower height and narrowered chassis.

Standard with rear steering on a parabolic commercial axle



TD-R

Tandem- Recessed

3500 TD-R
4000 TD-R

Fully recessed tandem on 750/60 R30.5 tyres for large footprint.

Large diameter tyres allow for low rolling resistance.



TRI-S

Triple- Standard

4000 TRI-S
4500 TRI-S
5000 TRI-S

Non recessed triple axle tanker on parabolic axles complete with rear steering.

Applicators



TRI-SR

Triple- Semi Recessed

5000 TRI-SR
5500 TRI-SR
6000 TRI-SR

Semi-recessed triple axle tanker.

Semi recess allows the tanker to be lower and narrower than a TRI-S.

Complete with rear steering as standard.



D-B

Dribble Bar

7.5 D-B
9.0 D-B
10.5 D-B

Chassis mounted dribble bar from 7.5 metres upwards.

HiSpec macerator, fully galvanised and break back wings as standard.



T-S

Trailing Shoe

7.5 T-S
9.0 T-S
10.5 T-S

Chassis mounted trailing shoe complete with folding ends and HiSpec macerator.

SA-S

SA-S Single Axle- Standard

SA-S offers a basic specification to meet the needs of small farms. Capacity ranges from 800 to 2000 gallons. SA-S feature non-recessed wheels with an agricultural axle making it ideally paired with smaller HP tractors.

The barrel is manufactured in 6mm steel and fully supported to the chassis below. The chassis is complete with an A-frame drawbar for tight turning. A powerful 9000 litre Jurop pump is fitted for prompt filling. The pump is protected with a secondary syphon as standard.

Tyres of choice are 550/60 - 22.5 due to excellent flotation. Alternatively, 540/70 R24 are available with a tractor grip for improved stability on sloped ground.

SA-S models are fitted on an eight stud agricultural axle with hydraulic brakes. LED road-lights and mudguards* ensure that you are ready for the road. The smaller capacities and flotation wheels allow SA-S to float easily over land.

All SA-S are finished with a premium paint job. The tanker is shot-blasted prior to application of our durable red paint finish. The rear manhole is galvanised and suitable for mounting of a small dribble bar if required.

* *mudguards standard from 1350 SA-S upwards*




HiSPEC
1600
1600 SA-S
www.hispec.net
HiSPEC
CAUTION
AGQUIP

SA-R





Larger Capacity and an EasierPull

SA-R Single Axle- Recessed

SA-R are single axle recessed tankers for farmers and contractors alike. Manufactured in 6mm British steel with capacities from 1350 to 3000 gallons, SA-R tankers have collared dished ends and internal ribs for a strong build.

Our full length folded chassis is unique to HiSpec and supports the barrel along its entire length; reducing stress and distributing weight evenly. SA-R tankers are fitted with internal baffles to prevent slurry surge.

A sprung drawbar and swivel hitch ensure smooth towing. The 50mm swivel ring hitch allows the tanker to follow easier on uneven terrain. Load sensing coil springs on the drawbar provide suspension and comfort on the road.

SA-R feature large, recessed Alliance tyres to cover a wide footprint. Alliance tyres allow for an easy pull of large capacities. SA-R up to 2000 SA-R are fitted on 750/70 R26 Alliance. 2300 SA-R upwards are fitted with heavy-duty 800/65 R32 Alliance.


HiSPEC
2600 SA-R
HiSPEC
40
km/h
Tom Shaw
HiSPEC
DANGER



Jurop Pumps

Jurop pumps are manufactured in a state-of-the-art factory in Italy. For over 45 years Jurop have been recognised as the fastest and most powerful vacuum pump available.

PTO driven as standard, the Jurop PN Series is the fastest method to fill or empty your tanker. The PN use sliding vanes to create vacuum or pressure inside the tank. A manual pump changeover is fitted as standard between pressure and vacuum. The PN Series are air cooled and use forced lubrication for minimal maintenance.



Jurop PN 84	9000 litre	standard up to 2000 SAR
Jurop PN 106	11000 litre	standard 2300 SAR upward
Jurop PN 140	14000 litre	optional

Options include:

Silencer
Wide angle PTO
Hydraulic changeover
Hydraulic drive pump

SA-R





Alliance Tyres

High performing Alliance tyres are fitted on all SA-R. Alliance Tyre Group (ATG) is a subsidiary of Yokohama Group. ATG has a presence in over 120 countries. HiSpec is partnered with Alliance to maintain high quality components across our SA-R range. Tyres are the only part of the your tanker in contact with the ground so it is imperative that you have the high spec quality to suit your job.



750/70 R26 Alliance

up to 2000 SA-R
Load Index 158 A8

The 750/70 R26 Alliance is an ideal tyre for a wide footprint and a low rolling resistance.

Ideal for farmer's own use.

Standard up to 2000 SA-R.



800/65 R32 Alliance

2300 SA-R upwards
Load Index 181 A8

800/65 R32 Alliance possesses a wider footprint and increased height to reduce rolling resistance.

Higher load index of 181 A8 equates to a higher capacity of 8,250kgs per tyre at 40kmph.

Standard on 2300 SA-R upwards and optional for smaller sizes.

TS-R





Lower and Narrower than before.

TS-R Tandem Semi - Recessed

TS-R is a upgraded version of previous models where-by tyres are now semi-recessed into the barrel. TS-R is supplied on a narrower axle and this allows us to manufacture TS-R lower and narrower than ever before.

TS-R is fitted on 710/50 R26.5 tyres and the reduced width makes the TS-R ideal to tow. Semi-recessing lowers the overall height, reducing the centre of gravity and eliminating contact from overhanging obstacles.

TS-R


3500 TS-R

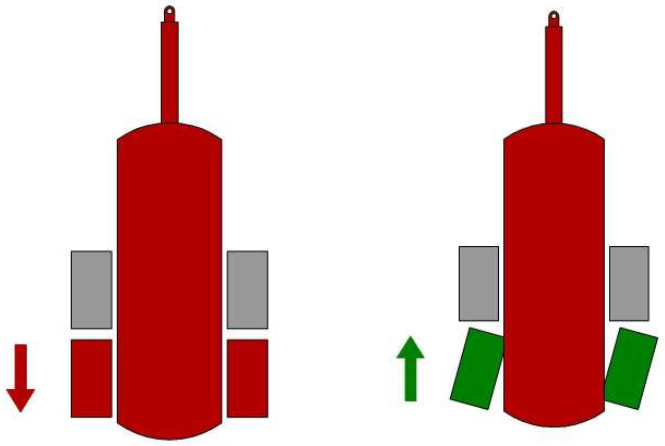


More packed into a Smaller Design

TS-R delivers more within a compact frame. Wide footprint tyres distribute weight evenly, and rear steering enables TS-R to track smoothly.

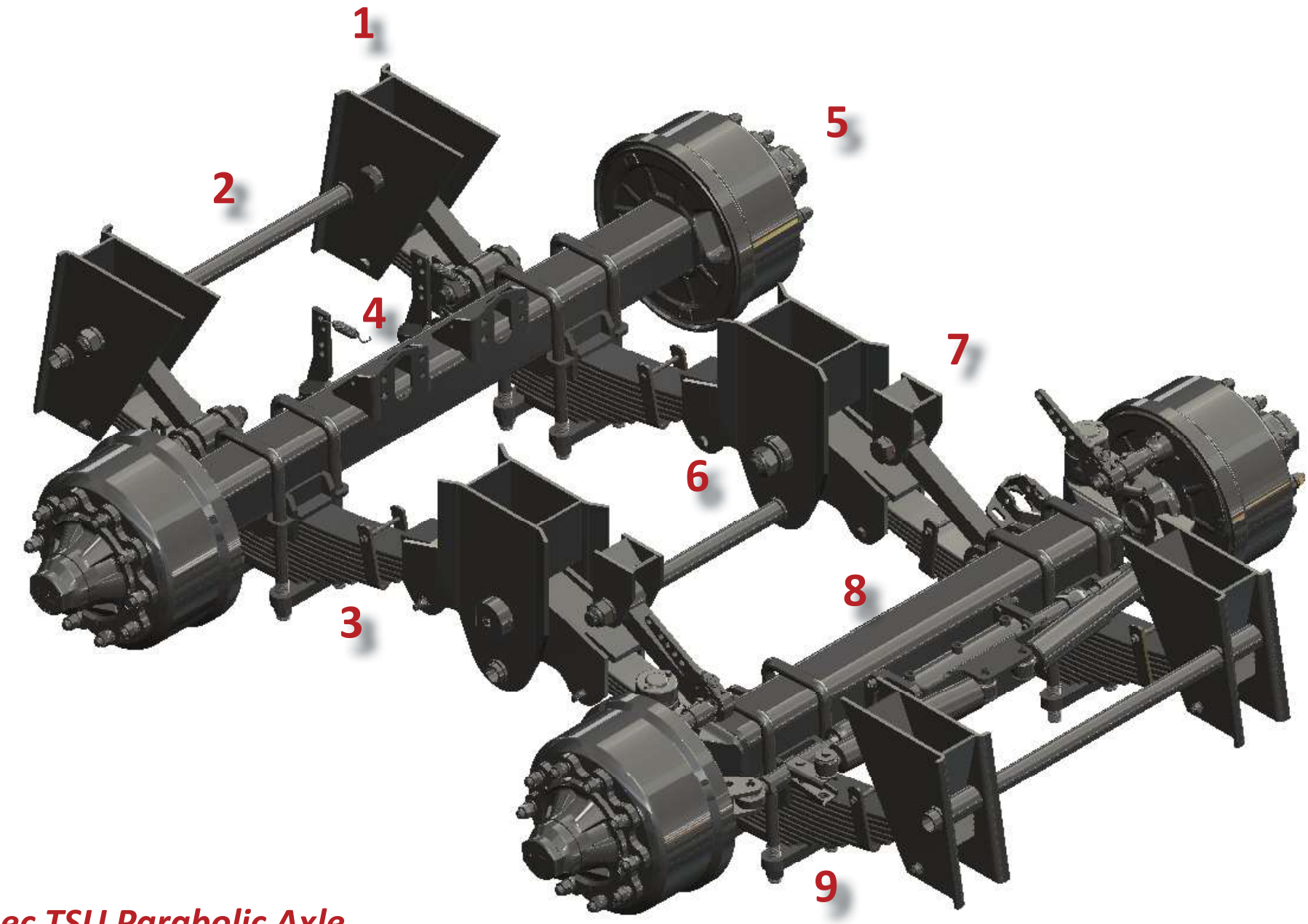
Internal baffles and reinforcement are included to enhance durability. The full-length chassis receives extra bracing during production to handle additional stress from an applicator.

The steering can be activated in the forward direction allowing the tanker to follow closely and minimize damage on land. When reversing, the rear wheels should be hydraulically 'locked.' 'Locking' straightens the wheels, making it easier to reverse. The steering should always be 'locked' during road transport. For braking, TS-R include commerical hydraulic brakes.



Reverse - *locked*

Forward - *free*



HiSpec TSU Parabolic Axle

Fully Loaded Running Gear

HiSpec TSU Axle

The TSU mechanical suspension is a heavy duty suspension ideally suited for slurry tankers that work in rough terrain and travel on roads at high speed. The TSU is under-slung to reduce the centre of gravity and increase stability. The heavy duty fabricated steel construction ensures a uniform, robust and high quality finish, while the torque arm design offers support and alignment suitable for high speed applications. Torque arms are fitted with high density poly bushes and assembled using large M36 bolts suitable for high loading. The torque arms are positioned above the spring for maximum ground clearance, whilst the centre hanger is assembled using heavy duty pin and poly bushings.

1. The HiSpec TSU parabolic axle is welded to the tanker chassis via a carrier plate spanning from front to rear hangers. These plates allow the axle to be welded to the chassis over its full length. This connection allows the stress and strains to pass along the length of the chassis as opposed to a 'bogie' system where the stress and strain is passed through a small centre pivot.

2. Tie bars are fitted on the hangers to provide lateral support during turning. As the tanker is turning a huge lateral force is placed through the hangers and these tie bars provide stability and strength.

3. A mutli-leaf spring provides outstanding load capacity. The multi-leaf is under-slung to reduce overall tanker height.

4. 150 x 150 axle beams provide large carrying capacity. The beam is placed above the springs for reduced centre of gravity and improved stability.

5. A 10 stud commerical axle provides large 420 x 180 hydraulic brakes as standard.

6. The centre hanger is fitted with heavy duty pin and poly bushings. The centre hangers house the axle equaliser which controls manoeuvrability over uneven terrain.

7. Torque arms are fitted with high density poly bushes and assembled using large M36 bolts suitable for high loading. The torque arms are positioned above the spring for maximum ground clearance.

8. The TSU is fitted with passive rear steering as standard. The steering is hydraulically unlocked to allow the rear wheels to follow. Locked steering allows the tanker to reverse.

9. Prefabricated saddle and clamp plates are fitted alongside the springs. These plates brace against the springs for additional strength and relieve pressure from the U-bolts.

TD-R

TD-R **Tandem Axle - Recessed**

Premium Performance

TD-R tankers are recessed tandem tankers designed for high-end users. Featuring a sprung drawbar, 11000 litre Jurop pump and recessed 750/60 R30.5 Alliance tyres as standard. TD-R are fitted on a high-speed tandem axle complete with rear steering. A high-speed axle ensures that TD-R can travel anywhere, and get there fast.

The axle is welded along the entire underside of the chassis for maximum connection. The suspension is under-slung to reduce the centre of gravity and increase stability.

TD-R is suited to customers who want to overcome all obstacles. TD-R have wheels recessed into the tanker to keep the width as narrow as possible; whilst providing maximum ground coverage.

Capacities range from 3500 to 4000 gallons.




4000 TD-R
CASE
300

Built for Performance

TD-R are designed to work and built for performance.

TD-R are fitted on Alliance 750/60 R30.5 for unrivalled performance. High-speed load indexes and excellent flotation cater for the demands on these tyres. These large tyres improve comfort and travel, have a low rolling resistance and ensure that your TD-R floats effortlessly behind your tractor.

Chassis

TD-R are fully supported on a unique folded chassis. The chassis is folded to support the barrel externally and underneath along its entire length.

This ensures that the laden weight of the tanker is distributed evenly to the axle. The chassis is fitted with internal reinforcement for additional stresses placed upon these high performance tankers.

For improved comfort, staggered baffles are fitted internally to prevent surging during transport.




0 TD-R
HiSPEC

Self-steer Axle

TD-R is fitted with self-steering for excellent manoeuvrability. The steering is set to 'open' and 'locked' via hydraulic spool. Self-steering allows the tanker to follow the direction of the tractor.

The steering allows for 12 degrees of oscillation in both directions to ensure that TD-R follow effortlessly. The steering should be set to 'locked' to reverse and for roadwork.

TD-R rear axle is also fitted with dampeners to reduce strain. This allows the axle to withstand forces exerted when turning.






3500 TD-R
HiSPEC

TRI-S

3 x The Size

TRI-S means huge capacity spread over three axles. HiSpec offer TRI-S ranging from 4000 to 5000 gallons. Sitting on 560/60 R22.5, TRI-S are non-recessed triple axle tankers designed for maximum carrying capacity.

TRI-S use three high-speed commercial axles with the rear steering for manouvreability. TRI-S are ideal for use as ferry tankers, or field spreading when conditions allow. TRI-S move larger volumes of slurry than previously imagined and allow operators to seriously increase output.




NEW HOLLAND
T7 290


JOHN DEERE
6195R
W.B. VINCENT
4500



Size Matters, Go Bigger

TRI-S are particularly suited to transportation and spreading of larger volumes of slurry. TRI-S are designed with a large diameter barrel to keep the overall length as short as possible. The tridem parabolic axle fitted with commercial hydraulic brakes allows for maximum comfort on roads or fields. A full-length chassis allows the laden weight of the tanker to be distributed evenly over the running gear.

TRI-S are fitted on 560/60 R22.5 Alliance, and these allow for considerable carrying capacities on the road. These tyres have excellent self-cleaning properties and maintain a large footprint on the road for maximum control.

TRI-S tankers incorporate a durable painted finish and can be packed full of features as needed. Where tractor power is available, then TRI-S can make a positive solution to spreading of larger volumes over a shorter period of time.



TRI-SR



Bigger Tyres in a Smaller Size

TRI-SR Tridem - Semi Recessed

TRI-SR are upgraded by providing a semi-recess on 710/50 R26.5 tyres. By recessing we are able to reduce the width of the tanker compared to a TRI-S. The recess also lowers the overall height.

TRI-SR are manufactured from 5000 to 6000 gallons on a large dish to keep the overall length short. TRI-SR feature large 710/50 R26.5 tyres as standard for excellent weight distribution and huge carrying capacity.

Maximum Moving with the TRI-SR

The TRI-SR is the largest tanker in the range to provide maximum movement of slurry. It features a large capacity semi-recessed barrel on a full length chassis.

The TRI-SR is fitted standard on 710/50 R26.5 tyres to allow maximum flotation. Providing a semi-recessed barrel allows us to lower the overall height.

Featuring rear steering as standard the TRI-SR follows the tractor well. The large diameter barrel keeps the overall length as short as possible for entering and exiting yards.

The TRI-SR is sitting on a large commercial multi-leaf suspension which copes well with huge weight demands. The multi-leaf suspension is underslung to reduce height and features additional bracing to transfer strains evenly to the axle.




5000 TRI-SR
HiSPEC



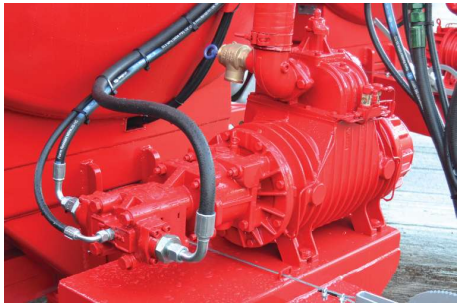
Pumping Power

HiSpec use top quality Jurop pumps across our range of vacuum tanks. Designed and manufactured in a state-of-the-art factory in Italy, Jurop pumps are the fastest and most powerful available today. Each pump is assembled according to Jurop's methodical standards and is carefully tested and checked prior to despatch.

PTO driven as standard, the PN Series provide the most efficient method of filling or emptying your tank. Jurop pumps have a worldwide reputation for quality and minimal maintenance. Parts and service are available locally, and the premium build of Jurop ensures an extremely long life.

9000 litre Jurop PN84	up to 2000 gallon
11000 litre Jurop PN106	2300 gallon upwards
14000 litre Jurop PN140	optional

Upgrade your Jurop for maximum performance



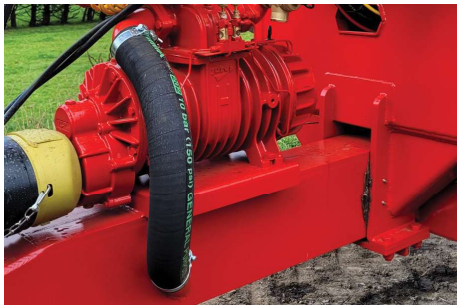
Go safer

Hydraulically-driven pumps offer greater safety to the operator. Increase efficiency with constant spreading through corners and filling through any angle without damage to the pump. PTO risk is entirely eliminated.



Go faster

Switch between vacuum and spreading at convenience and speed. Have your tank primed before you even reach the pit with a hydraulic changeover. The hydraulic changeover keeps the operator away from the PTO to reduce risk.



Go quieter

Reduce noise levels during operation as exhaust air is directed through a purpose built silencer. Excess oil is also collected to keep your pump and yard clean.

SPREAD ANYWHERE, ANYTIME

It’s raining down

HiSpec use Jurop Julia centrifugal pumps for rain-gun spreading. Centrifugal systems are ideal for spreading in wetter weather or over unfavourable ground. Centrifugal pumps rely on rotational force from a propellor to expel liquid under great pressure through the rain-gun.

A hydraulically operated rain-gun can rotate through 360 degrees and jet liquid up to 50 metres. A stonetrap complete with internal guard and wide angle PTO are provided for pump protection.

As an optional extra, the rain-gun can pivot up and down for hard to reach places.





Standard 360 degree rain-gun



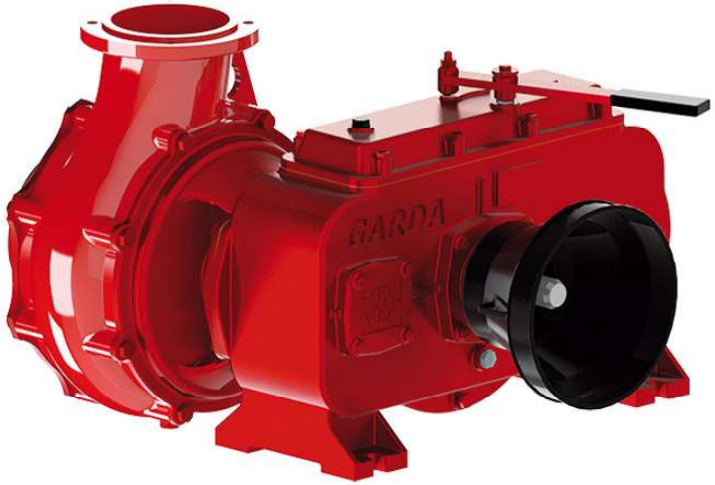
Optional up / down rain-gun

Jurop Julia 84	up to 2000 gallon
Jurop Julia 106	2300 gallon upwards
Jurop Julia 140	optional





UMBILICAL SPREADING



Umbilical Pump Options

HiSpec tankers can be used in conjunction with other centrifugal pumps to accelerate umbilical spreading.

Depending on the pumping distance required, HiSpec have a pump to suit.

1. Battioni GARDA MEC **700 metres**

A proven pump for splashplate spreading and umbilical work up to 700 metres. PTO driven as standard, choose between the Battioni MEC vacuum for filling and splashplating or the GARDA centrifugal for umbilical or rain-gun spreading.

2. Battioni EVO c/w DODA L35 **1,500 metres**

Comprises an 13500 litre Battioni for filling and splashplate spreading and a DODA L35 centrifugal for heavy umbilical work. Doda L35 is capable of umbilical pumping up to 1,500 metres. Both pumps operated via PTO.

3. Jurop Hydraulic c/w DODA L35 **1,500 metres**

A pto driven DODA L35 on the drawbar for umbilical work and a Jurop hydraulic pump for filling and splashplate spreading.

LEVEL INDICATORS



3” Bubbles



Sight Tube

Know when you’re full

3" Bubbles
3” bubbles are standard to inspect liquid level. Additional can be fitted on the front or rear as required.

Sight Tube
A sight tube can be fitted to give an accurate indicator of slurry level. The tube is manufactured from industrial perspex for strength.

FILLING UP



Hoses and fill points

All tankers come standard with:

6” galvanised quick attach (PERROT)	x 1
6” blank fill point	x 3
6” x 15’ reinforced suction hose	x 1
6” hose carriers	x 1 side

Additional quick attaches and hoses may be added as extras.

HiSpec uses perrot couplings and a sliding quick attach to clamp the suction hose to the tanker. The perrot fitting is the strongest connection available, however the suction hose needs to be aligned straighter to secure.

A 6” x 15’ reinforced suction hose is supplied as standard. Hoses can be supplied in 20’ lengths and with the addition of double-end fittings for longer lengths. 6” pipework is the most common size due to its ease of use and relative low weight.

Pipework is also available in 8” diameter to increase flow rate and provide improved suction with thicker slurry. 8” will fill the tanker faster, however the additional weight and handling of the 8” will need to be considered.



Lighting & Visibility

HiSpec tankers are fitted with one set of LED road-lights. Additional road-lights and beacons can be added to increase visibility and provide warning to other road users.

LED Road-lights
Add a second set of road-lights up high to increase visibility to other road users.



LED Flashing Beacon
A flashing amber LED beacon alerts approaching traffic.



LED Strobes
Amber pulsing strobes give advanced warning to traffic approaching from the rear.



LED Worklight
Add one or multiple LED worklights to keep the work going late into the evening or night.



Rear Camera
A rear camera can be fitted for manoeuvring into difficult places and to monitor spreading.



STORAGE AND CONVENIENCE



5 litre oil holder **Water and soap dispenser**

Soap and Water

Keep clean as you go

A 20 litre water tank with soap dispenser allows you to keep your hands clean before getting back into the cab.

A 5 litre oil drum holder can also be fitted for maintaining pump levels.

Tool Box

Carry your tools with you

Carry the tools you need to suit individual jobs. Toolbox is galvanised and lockable.

Plastic toolbox also available.



Stonetrap

Keep stones collected

A stonetrap is used for the collection of stones. Stones must pass over the trap where they are collected. Opened manually to release build-up.



Internal Agitator

Keep it from settling

A hydraulically operated internal agitator prevents sediment resting on the floor. The agitator keeps the slurry in motion and runs for the entire length of the barrel.





600mm Side Door

Keep it clean

A 600mm side door can be fitted to for easy cleaning; particularly when a rear applicator is fitted.

600mm rear door is also fitted as standard. Doors galvanised and hinged.





4 Point Linkage

Carry any implement

Fitting a four point linkage allows you to carry large applicators. The linkage is hydraulically raised or lower as needed.

The four point linkage is mounted on the rear with additional reinforcement along the chassis to counteract additional stresses.

The four point linkage is versatile and easy to remove the applicator to revert to a conventional tanker.

Brackets can be fitted at manufacturing stage to allow the bolting on of the linkage at a later date.

Auto-Fill

No waiting around

Available in either 6" or 8", our Auto-fill maximises comfort and safety while simultaneously reducing work load. The Auto-fill requires only a double acting spool for use.

Firstly, the pump is hydraulically set to fill. In sequence, the autofill arm descends into the galvanised tripod to complete an air-tight seal. The hydraulic gate valve opens and filling commences.

Turbofill - Put your pump into turbo

Experience the ultimate in filling speed with an 8” Turbo-fill. The Turbo-fill is supplied in addition to the 8” Auto-fill. The hydraulically driven Turbo-fill enables faster filling times as the slurry is forced into the tank.

Pressure on the pump is reduced and also helps to reduce froth inside the tank.

LOADING AND UNLOADING

Top Filling

Sliding Top-fill

The sliding top-fill hatch opens horizontally to reduce the risk of contact. A hydraulic ram slides the hatch shut against steel rollers and a rubber seal to close. Galvanised as standard.



Unloading Boom

The unloading boom is designed to feed an additional working tanker or nursery. The boom is ideal where time savings are required.

The boom can be rotated making it possible to unload on both sides of the tanker. The boom length means that hedges can be easily bridged.

The boom is galvanised and features a drip tray to pass excess slurry neatly to the ground.




2600 SA-R
2000 SA-R

SAFETY, COMFORT AND CONTROL



Spoon Hitch

Smoother travel

A spoon hitch offers 90% less wear and damage than traditional ring hitches. The ball and spoon coupling ensures a perfect fit between tanker and tractor, which facilitates greater comfort, safety and control.

The ball and spoon coupling eliminates shunting associated with traditional ring hitches.

A bolt-on ring hitch *(below)* can be fitted to the drawbar to future proof the fitting of a spoon.





Air Brakes

Improved stopping power

Increased road work and higher tractor speeds means braking must be a top priority. SA-R and above are fitted with a commercial axle with 420x180 hydraulic brakes.

For additional safety and improved braking, air over hydraulic brakes can be fitted. A large air reservoir and load sensing relay gives crisper braking than hydraulic brakes.



Forced Steering

Follow the tractor

Fitted with the spoon hitch, forced steering maximises control. The operator does not worry about locking or unlocking the steering. The extension and retraction of the steering ram controls the direction of the wheels.

Overall tyre wear is reduced. It is also easier to reverse as the rear wheels are not locked straight.



Central Grease Bank

Maintenance made easy

Suitable for tandem and triple axles, all axle grease points are routed to an easily accessible bank. The operator can easily apply grease to extend life and reduce maintenance.



Digidevice Touch Controller

Touch of a button

The Digidevice ICON-D controller provides touch button controls with an advanced setup. Used via load-sensing hydraulics, a small handheld unit with customisable display highlights individual functions to the operator.

A large multitude of functions are possible with the ICON-D able to display numerous screens.

DigiDevice



SAFALLA

Automatic Umbilical Connection

A SAFALLA is the most secure connection to your umbilical piping. SAFALLA *(Self Aligning Fully Automatic Latching & Locking Arm)* comprises of an automatic connection between your tanker and umbilical system.

The arm is hydraulically lowered to a non-return pod and eliminates handling dirty pipes and adjusting hand-operated valves.

The 4" hydraulic gate valve is then opened and pumping can commence. All of this is completed quickly and efficiently from the cab.

Alternatively, 4” ball valves can be fitted to the pump. You must manually clamp your umbilical pipe to the valve each time as the pump is used.

The 4" ball valve offers a more economical solution to the SAFALLA.

ALLIANCE

ENGINEERED TO KEEP YOU AHEAD



Model	Tyre	Optional
800 SA-S	1	2, 3
1150 SA-S	1	2, 3
1350 SA-S	2	3
1600 SA-S	2	3
2000 SA-S	4	N/A

The tyres on your tanker are the only part in contact with the ground so HiSpec has teamed up with Alliance to offer premium solutions for increased carrying capacity and reduced ground compaction.

All tyres are manufactured to the highest standard and feature high load index for extended life. A variety of patterns are available. From tractor grip for increased grip and lower overall rolling resistance to flatter patterns for increased carrying capacity and high speed.



1

15 x 22.5

385 (15") 1080 (42")

15 x 22.5 tyres are particularly suitable for smaller machines. Their width 385mm is ideal around small farm yards or hard surfaces.

15 x 22.5 offers long wear but limited flotation.



2

550/60 - 22.5

550 (22") 1234 (49")

Load Index 154 A8

550/60 - 22.5 are designed for carrying high loads at low pressure, reducing soil compaction and preventing damage.

The most common choice of tyre for SA-S as the large overall width helps spread the load over a greater area.



3

540/70 R24

540 (21") 1400 (55")

Load Index 155 A8

Non-recessed 540/70 R24 can be fitted to SA-S to provide improved grip on slopes.

Large in diameter to provide lower rolling resistance.



4

560/60 R22.5

555 (22") 1230 (48")

Load Index 164 D

560/60 R22.5 is the ideal multi-purpose tyre for use on roads or fields. The higher carrying capacity means this tyre is fit for intense road use.



Model	Tyre	Optional
1350 SA-R	5	6
1600 SA-R	5	6
2000 SA-R	5	6
2300 SA-R	6	N/A
2600 SA-R	6	N/A
3000 SA-R	6	N/A



Model	Tyre	Optional
3500 TS-R	8	N/A
4000 TS-R	8	N/A



Model	Tyre	Optional
3500 TD-R	7	N/A
4000 TD-R	7	N/A



Model	Tyre	Optional
4000 TRI-S	4	N/A
4500 TRI-S	4	N/A
5000 TRI-S	4	N/A



Model	Tyre	Optional
5000 TRI-SR	8	N/A
5500 TRI-SR	8	N/A
6000 TRI-SR	8	N/A



5

750/70 R26

750 (29”) 1780 (70”)

Load Index 158 A8

Alliance 750/70 R26 is a wide base radial tyre developed for field and hauling applications.

The large footprint area reduces average ground pressure, minimises soil compaction and increases flotation abilities.

Ideal for farmers completing their own work or for tractors under 40 km/h.



6

800/65 R32

800 (31”) 1850 (73”)

Load Index 181 A8

Alliance 800/65 R32 is an extra wide base radial tyre for higher capacities. Low angled lugs at the shoulders improve traction, while higher centres improve ride comfort. Load index of 181 A8 translates to 8,250kgs per tyre at 40km/h.

Recommended for contractors and tractors capable of 50 km/h.



7

750/60 R30.5

767 (30”) 1680 (66”)

Load Index 181 D

750/60 R30.5 Alliance is a new generation tyre with a high load carrying capacity, working speed and superior distribution of pressure. Lower rolling resistance enhances fuel efficiency.

Load index of 181 D ensures each tyre is capable of carrying 8,250 kgs at 65 km/h.



8

710/50 R26.5

732 (29”) 1400 (55”)

Load Index 170 D

Alliance 710/50 R26.5 is a new generation tyre with a high load carrying capacity, working speed and superior distribution of pressure. Lower rolling resistance enhances efficiency.

Top performance tyre suitable for 6,000 kgs per tyre up to 65 km/h.

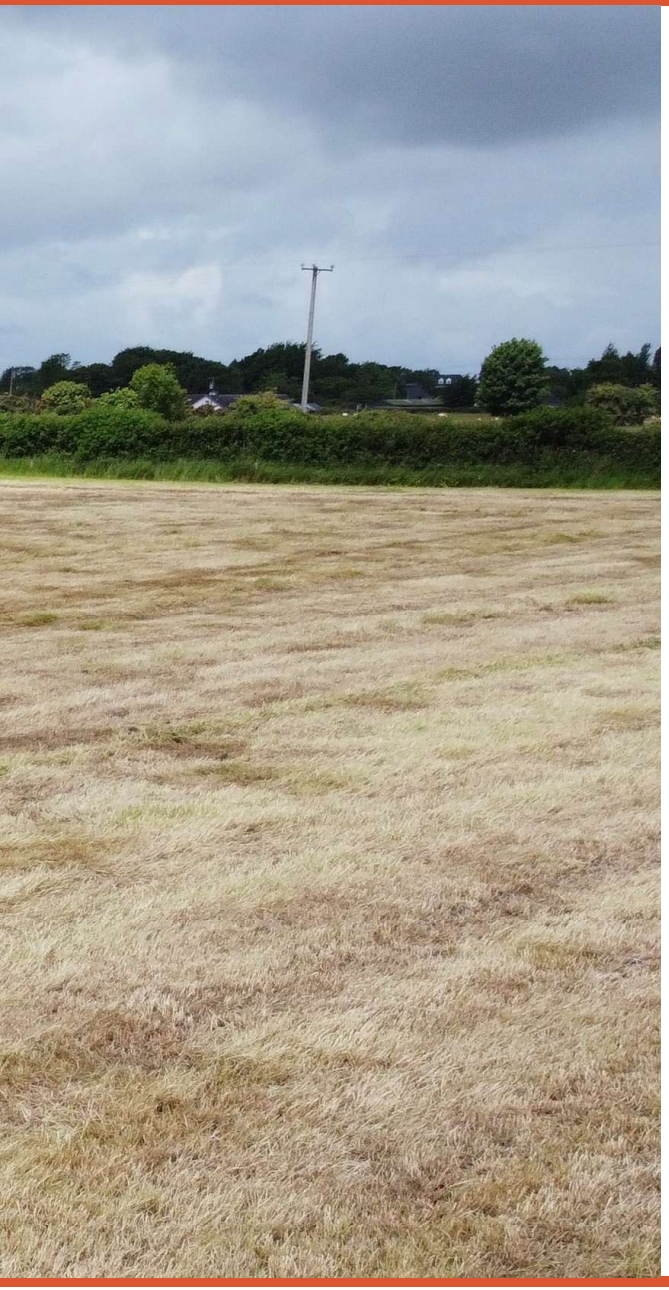

2600 SA-R
HiSPEC


HiSpec Dribble Bars

DRIBBLE BAR



HISPEC DRIBBLE BARS



HiSpec manufacture their own dribble bars to provide a factory fit solution for low emission spreading. HiSpec currently manufacture dribbles bars in 7.5m, 9m and 10.5m widths.

The 7.5m is the smallest dribble bar available and can be either chassis *(SAR upwards)* or rear door fitted *(SAS)*. Weighing in less than 500kgs the 7.5m features everything you need to spread via splashplate or dribble bar.

HiSpec Macerator

HiSpec manufacture their own macerator for use on all applicators. Manufacturing our own macerator allows complete control over production.

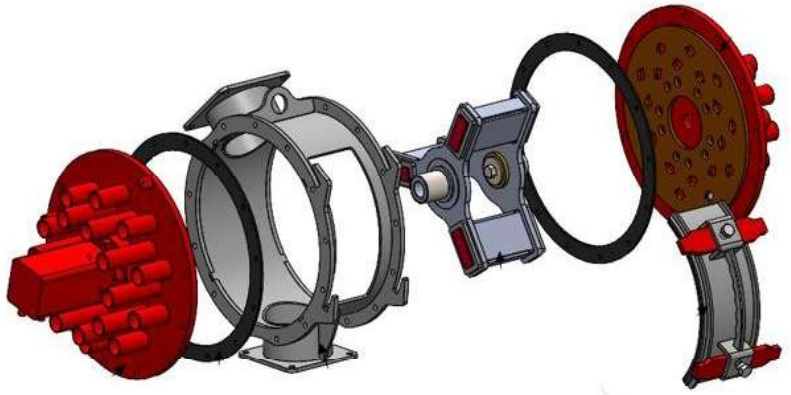
The macerator is circular in shape and features three double sided blades per side. Blades self-sharpen against the cutting screen. The smaller surface area of the blade prolongs life as less force is used to push out the blade.

Tension springs are protected from damage within the rotor housing. Run the macerator in both directions to wear blades evenly.

HiSpec feeds the dribble bar through the side of the manhole. This ensures no internal pipes within the tanker that could block. The inlet is fitted to the top to allow slurry to fall into the macerator. Stones fall through to collect in the layflat sock.

The rotor is driven via hydraulic motor. The right side provides access for blade replacement. An access cover is provided on the back of the macerator for inspection.











HiSpec offer 9m and 10.5m dribble bars on a more heavy duty frame than the 7.5m but all possess the same robust features. Each dribble bar is chassis mounted, with additional reinforcement placed along the tanker chassis to support. Chassis supported avoids additional weight being carried on the rear manhole.

Each dribble bar is galvanised and removable if required. The dribble bars are carried on chassis box irons and all hydraulics are quick release for convenience.

Spring loaded arms protect the dribble bar from collisions. Physical springs on the 7.5m allow the arms to break back, while the larger 9m and 10.5m dribble bars feature a strut ram instead of the spring.

Slurry is fed from the rear manhole on the tanker to the dribble bar. This means no internal pipework in the tanker that could block, and also allows the dribble bar to be fed externally at an ideal height. A rear junction box is attached for rear filling and splashplating. The junction box also has an outlet underneath for the removal of stones.

Large diameter green 40mm pipes allow a precise flow of slurry from the macerator to the yellow lay-flat hose. The lay flat hose is extended over the green pipe and secured top and bottom to ensure tight holding and eliminate any joints. The lay flat hosing boasts high ground clearance, and no issues for reversing.


3500 TD-A
HI SPEC
40
60


HiSPEC
Tom Shaw
2500 SA
HiSPEC
DANGER



HiSpec Trail-S


HiSPEC
40
60
3500
HiSPEC
HiSPEC



HISPEC TRAIL-S

HiSpec is now offering an in-house trailing shoe to complement our tanker range.

Available in three working widths, the Trail-S range from:

Trail-S	**7.5**	7.5 metres
Trail-S	**9.0**	9.0 metres
Trail-S	**10.5**	10.5 metres

A trailing shoe will deliver one of the most efficient uses of slurry. A hardened steel "shoe" parts the grass and creates a channel on the ground. A "trailing" rubber boot then deposits the slurry directly into this channel underneath the grass. The steel shoe and rubber boot are fitted to a high tensile spring leg. This spring leg provides "constant pressure" on the ground to create the slurry channel. The creation of this channel allows the slurry to be absorbed faster and avoids grass contamination. Once spreading is complete, the parted grass covers the slurry, minimising evaporation.

The HiSpec Trail-S is chassis mounted to support the additional loading and operation of the shoe. The axle is positioned further towards the rear to aid balance. The Trail-S features a fully galvanised frame and unique pivot action. Our pivoting action eliminates the need for a separate mast and helps to reduce the overal height. The entire Trail-S is also easily removed if required.

Another unique feature of the Trail-S lies in its simple folding. Two offset arms fold at the top to reduce overall height. The wider Trail-S are fitted with sequenced valves to ensure timed operation. This unique folding allows the Trail-S to fit neatly behind the tanker.

The Trail-S is fitted with efficient traits to ensure easy operation. A splashplate is supplied on the rear and switching between shoe and splashplate is simple via changing spools at the tractor. The splashplate is fed directly from the rear manhole and there are no dirty hoses to switch from shoe to splashplate. The operator has independent control over the height that they wish to spread, and the shoe can also be operated as a dribble bar if required.

The Trail-S is fitted with independent stonetraps, and another is possible on the tanker itself. Slurry enters the Trail-S from the side of the manhole and stones are forced out the man-hole to the galvanised stone box for easy removal. Smaller stones that remain in the slurry will pass through the macerator where they collect in the layflat sock.



Individually sprung legs with hardend steel coulters

TRAIL-S

The Trail-S features individually sprung tensile legs with hardened steel coulters to part the grass and open the soil. The downward pressure applied through the tensile leg ensures that the shoe is in constant contact with the ground.

This constant pressure of approximately 8kg per leg is vital to create the optimum channel for slurry uptake. The trailing rubber boot then deposits the slurry directly into this open channel.

Once spreading is complete, the parted grass comes together again, minimising evaporation and saving on fertiliser.





1. Folding Ends

The Trail-S fold away nicely. All Trail-S feature folding ends to reduce overall height. Keeping the overall height reduced provides a unique solution that looks impressive on the rear of the tank.

2. Slurry Box

The Trail-S is fitted with an external slurry box. The slurry box helps to collect stones that are pushed through the rear manhole. The slurry box also allows filling from behind.

3. Stone Sock

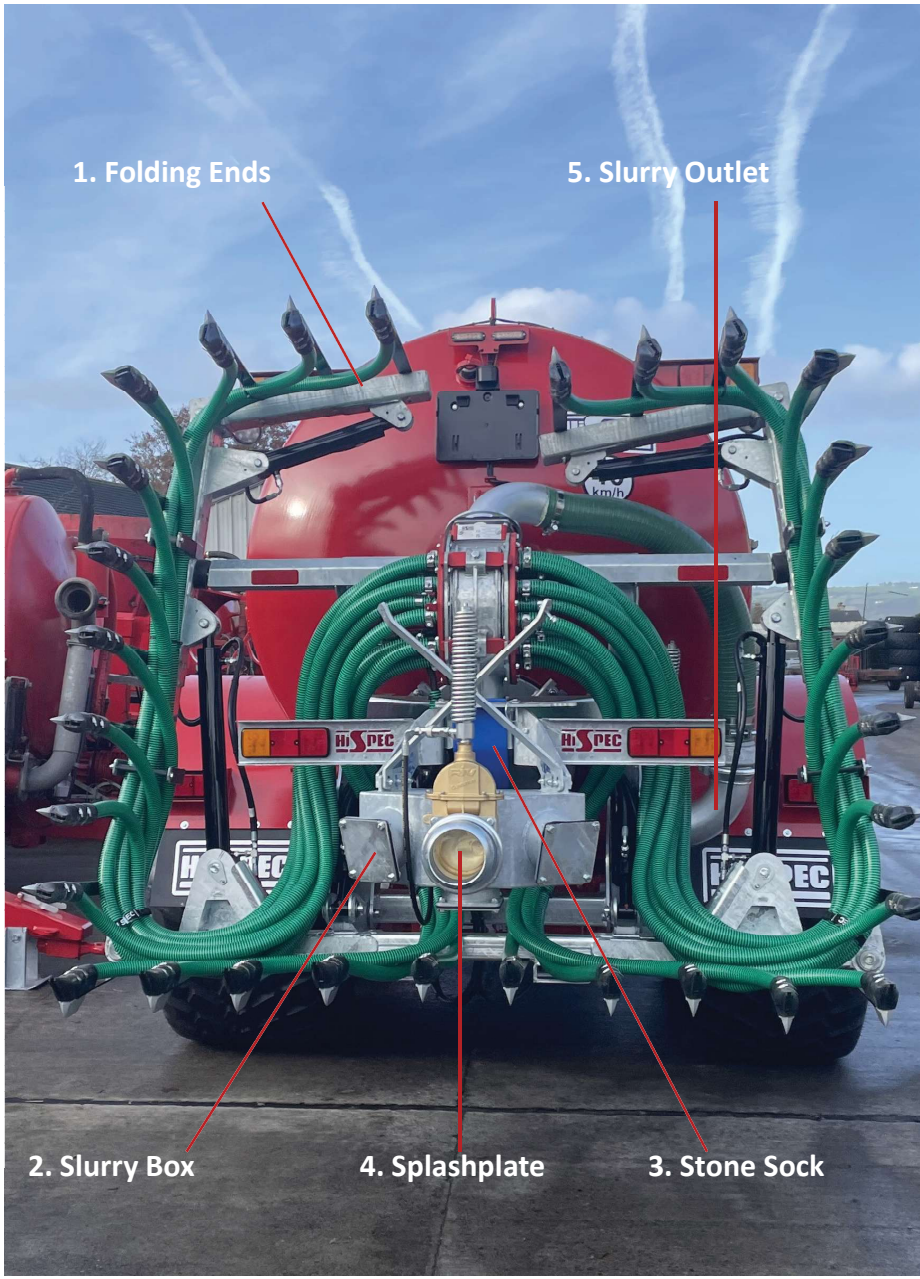
Small stones or grit will enter the macerator and fall into the sock. The sock can be squeezed to test for stones and emptied as required.

4. Splashplate

A splashplate is fitted at the rear of the Trail-S. The splashplate is fitted at normal operating height and fed directly from the tanker. There is no handling dirty pipes to switch between shoe and splashplate.

5. Slurry Outlet

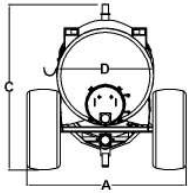
The slurry outlet is positioned on the side of the man-hole for a number of reasons. Firstly, it allows the tanker to empty completely. Secondly, there are no internal pipes to cause blockages. Additionally, the outlet is located at ideal level for inspection.

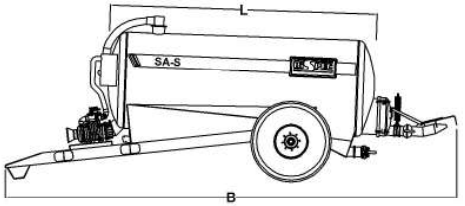


SA-S Single Axle - Standard

Standard specification includes:

50mm ring hitch, parking brake, 9000 litre Jurop pump, PTO, manual pump changeover, protection shut off syphon, 6mm steel barrel, anti-implosion rings, 3" sight bubbles (x2), 6" galvanised quick attach (x1), 6" blanked fill point (x3), 6" hose carriers (1 side), 6" x 15' reinforced suction hose, hydraulic brakes, LED road-lights (x1), 600mm galvanised hinged rear door, splashplate, HiSpec red paint finish.





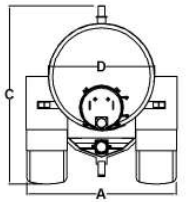
Model	Standard Tyre		Axle Size	Brake Size				Pump		Width A	Length B	Height C	Diameter D	Length L	Unladen kg	Litres
800 SA-S	15 x 22.5		80 x 80	300 x 90				9000		2260	5540	2360	1372 (54")	2500	1690	3660
1150 SA-S	15 x 22.5		80 x 80	300 x 90				9000		2260	6295	2450	1372 (54")	3050	1800	5228
1350 SA-S	550/60- 22.5		80 x 80	300 x 90				9000		2550	6425	2550	1524 (60")	3080	2000	6319
1600 SA-S	550/60- 22.5		80 x 80	300 x 90				9000		2550	7245	2650	1524 (60")	3660	2275	7501
2000 SA-S	560/60 R22.5		100 x 100	400 x 80				9000		2560	7305	2850	1740 (68")	3660	2500	9547

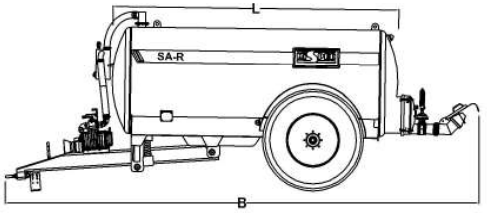
Mudguards standard from 1350 SA-S upwards

SA-R Single Axle - Recessed

Standard specification includes:

50mm swivel ring hitch, sprung drawbar, parking brake, Jurop pump, PTO, manual pump changeover, protection shut off syphon, 6mm steel barrel, anti-implosion rings, internal baffles, 3" sight bubbles (x2), 6" galvanised quick attach (x1), 6" blanked fill point (x3), 6" hose carriers (1 side), 6" x 15' reinforced suction hose, commercial axle, 420x180 hydraulic brakes, LED road-lights (x1), built-in round mudguards, 600mm galvanised hinged rear door, splashplate, HiSpec red paint finish.



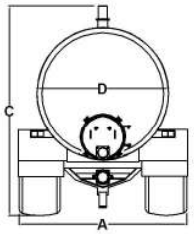


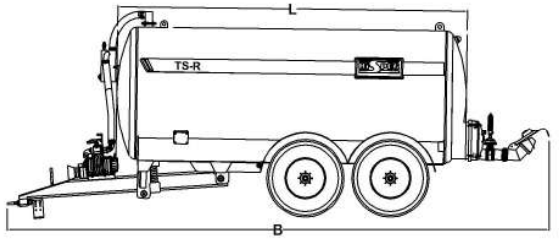
Model	Standard Tyre	Axle	Axle Size	Brake Size		Commercial		Pump		Width A	Length B	Height C	Diameter D	Length L	Unladen kg	Litres
1350 SA-R	750/70 R26	Straight	150 x150	420 x 180		Yes		9000		2580	6425	2820	1524 (60")	3670	3000	6137
1600 SA-R	750/70 R26	Straight	150 x 150	420 x 180		Yes		9000		2580	7245	2820	1524 (60")	4250	3300	7273
2000 SA-R	750/70 R26	Straight	150 x 150	420 x 180		Yes		9000		2580	7305	2950	1740 (68")	4250	3680	9083
2300 SA-R	800/65 R32	Straight	150 x 150	420 x 180		Yes		11000		2630	7245	3050	1866 (73")	4300	3900	10547
2600 SA-R	800/65 R32	Straight	150 x 150	420 x 180		Yes		11000		2630	8145	3050	1866 (73")	4910	4800	11700
3000 SA-R	800/65 R32	Straight	150 x 150	420 x 200		Yes		11000		2630	8775	3100	1866 (73")	5540	5200	13784

TS-R Tandem Semi - Recessed

Standard specification includes:

50mm swivel ring hitch, sprung drawbar, parking brake, 11000 litre Jurop pump, PTO, manual pump changeover, protection shut off syphon, 6mm steel barrel, anti-implosion rings, internal baffles, 3" sight bubbles (x2), 6" galvanised quick attach (x1), 6" blanked fill point (x3), 6" hose carriers (1 side), 6" x 15' reinforced suction hose, parabolic tandem commercial axle c/w rear steering, 420x180 hydraulic brakes, 710/50 R26.5 tyres, semi-recessed built-in mudguards, LED road-lights (x1), 600mm galvanised hinged rear door, splashplate, HiSpec red paint finish.



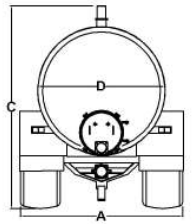


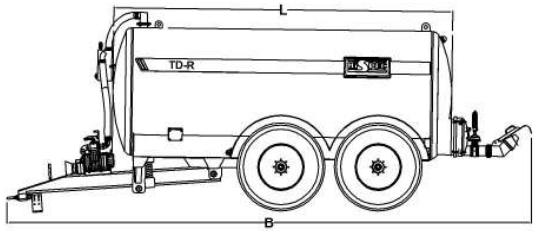
Model	Standard Tyre	Steering	Axle Size	Brake Size		Commercial		Pump		Width A	Length B	Height C	Diameter D	Length L	Unladen kg	Litres
3500 TS-R	710/50 R26.5	Rear	2 x 150	420 x 180		Yes		11000		2750	9000	3200	1886 (73")	6060	7350	15911
4000 TS-R	710/50 R26.5	Rear	2 x 150	420 x 180		Yes		11000		2750	9000	3350	1993 (78")	6060	7700	18866

TD-R Tandem - Recessed

Standard specification includes:

50mm swivel ring hitch, sprung drawbar, parking brake, 11000 litre Jurop pump, PTO, manual pump changeover, protection shut off syphon, 6mm steel barrel, anti-implosion rings, internal baffles, 3" sight bubbles (x2), 6" galvanised quick attach (x1), 6" blanked fill point (x3), 6" hose carriers (1 side), 6" x 15' reinforced suction hose, parabolic tandem commercial axle c/w rear steering, 420x180 hydraulic brakes, 750/60 R30.5 tyres, LED road-lights (x1), 600mm galvanised hinged rear door, splashplate, HiSpec red paint finish.



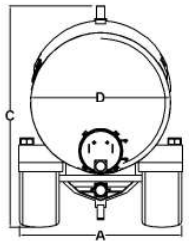


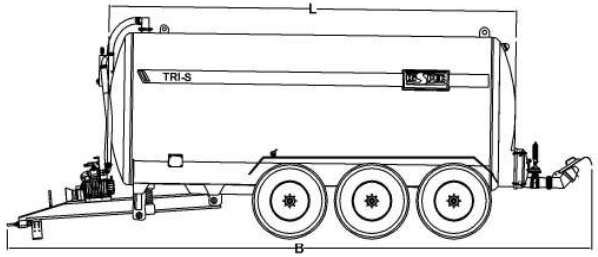
Model	Standard Tyre	Steering	Axle Size	Brake Size		Commercial		Pump		Width A	Length B	Height C	Diameter D	Length L	Unladen kg	Litres
3500 TD-R	750/60 R30.5	Rear	2 x 150	420 x 180		Yes		11000		2850	9575	3200	1886 (73")	5600	8100	15911
4000 TD-R	750/60 R30.5	Rear	2 x 150	420 x 180		Yes		11000		2850	9575	3350	1993 (78")	5600	8500	18866

TRI-S Tridem - Standard

Standard specification includes:

50mm swivel ring hitch, sprung drawbar, parking brake, 11000 litre Jurop pump, PTO, manual pump changeover, protection shut off syphon, 6mm steel barrel, anti-implosion rings, internal baffles, 3" sight bubbles (x2), 6" galvanised quick attach (x1), 6" blanked fill point (x3), 6" hose carriers (1 side), 6" x 15' reinforced suction hose, tridem commercial axle c/w rear steering, 420x180 hydraulic brakes, LED road-lights (x1), mudguards, 600mm galvanised hinged rear door, splashplate, HiSpec red paint finish.



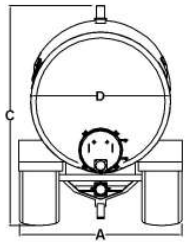


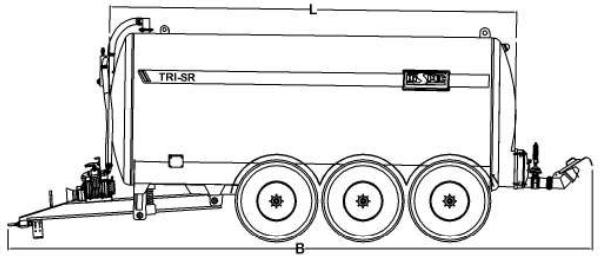
Model	Standard Tyre	Steering	Axle Size	Brake Size		Commercial		Pump		Width A	Length B	Height C	Diameter D	Length L	Unladen kg	Litres
4000 TRI-S	560/60 R22.5	Rear	3 x 150	420 x 180		Yes		11000		2710	8260	3400	2133 (84")	6160	7750	18866
4500 TRI-S	560/60 R22.5	Rear	3 x 150	420 x 180		Yes		11000		2710	8500	3400	2133 (84")	6410	7980	20457
5000 TRI-S	560/60 R22.5	Rear	3 x 150	420 x 180		Yes		11000		2710	8750	3400	2133 (84")	6660	8250	22730

TRI-SR Tridem - Semi Recessed

Standard specification includes:

50mm swivel ring hitch, sprung drawbar, parking brake, 11000 litre Jurop pump, PTO, manual pump changeover, protection shut off syphon, 6mm steel barrel, anti-implosion rings, internal baffles, 3" sight bubbles (x2), 6" galvanised quick attach (x1), 6" blanked fill point (x3), 6" hose carriers (1 side), 6" x 15' reinforced suction hose, tridem commercial axle c/w rear steering, 710/50 R26.5 Alliance tyres, 420x180 hydraulic brakes, LED road-lights (x1), semi-recessed built-in round mudguards, 600mm galvanised hinged rear door, splashplate, HiSpec red paint finish.





Model	Standard Tyre	Steering	Axle Size	Brake Size		Commercial		Pump		Width A	Length B	Height C	Diameter D	Length L	Unladen kg	Litres
5000 TRI-SR	710/50 R26.5	Rear	3 x 150	420 x 180		Yes		11000		2800	8750	3450	2133 (84")	6160	7750	22500
5500 TRI-SR	710/50 R26.5	Rear	3 x 150	420 x 180		Yes		11000		2800	9200	3450	2133 (84")	6410	7980	24750
6000 TRI-SR	710/50 R26.5	Rear	3 x 150	420 x 180		Yes		11000		2800	9750	3450	2133 (84")	6660	8250	27000

TRAIL-S Trailing Shoe

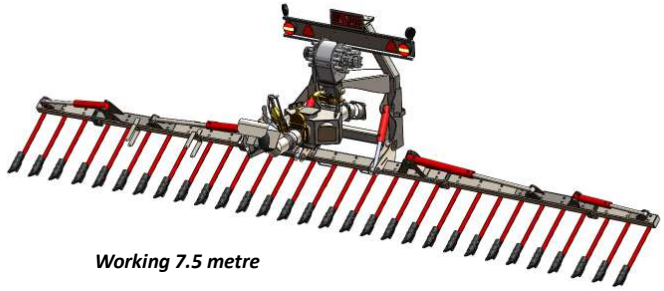
Standard specification includes:

HiSpec distributor, 40mm flexible hose, individual sprung steel legs c/w toughened coulter, active ground pressure, long life rubber trailing boot, galvanised steel frame c/w folding ends, LED road-lights, quick release chassis mounted mast, integrated stonetrap, splashplate, 6" blanked fill points (x2), electric divertor switch.

9 and 10.5 metre additional spec (hydraulic side incline suspension)



Folded 7.5 metre



Working 7.5 metre

Model	Working Width	Outlets	Spacing	Distributor		Transport Width	Hydraulic Incline Suspension	Control		Unladen kg
7.5 TRAIL-S	7.5 metres	30	25 cm	HiSpec		2550	N/A	2 Spools		850
9.0 TRAIL-S	9 metres	36	25 cm	HiSpec		2550	Yes	2 Spools		1000
10.5 TRAIL-S	10.5 metres	42	25 cm	HiSpec		2550	Yes	2 Spools		1150

D-B Dribble Bar

Standard specification includes:

HiSpec distributor, 40mm flexible hose, lay-flat hosing, break-back wings, galvanised frame, LED road-lights, quick release chassis mounted mast, integrated stonetrap, splashplate, 6" blanked fill points (x2), electric divertor switch.



Model	Working Width	Outlets	Spacing	Distributor		Folding		Transport Width	Break Back Wings	Control		Unladen kg
7.5 D-B	7.5 metres	30	25 cm	HiSpec		No		2550	Springs	2 Spools		500
9.0 D-B	9 metres	36	25 cm	HiSpec		Yes		2550	Hydraulic	2 Spools		800
10.5 D-B	10.5 metres	42	25 cm	HiSpec		Yes		2550	Hydraulic	2 Spools		900

SALES

Your nearest HiSpec dealer is just a **click** away!!!

Visit **www.hispec.net** for dealer locations



PARTS AND SERVICE



Ensure your HiSpec tanker is always performing to its best through our dealer backup and parts department

















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www.hispec.net

sales@hispec.net



WE ALSO DO.....













Too much to take in.....

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www.hispec.net

HiSpec believes the specification in this brochure to be correct at the time of printing. However, specifications, standard equipment and options are subject to change without notice, and may vary between locations.

Some equipment may be unavailable at time of manufacture, and the manufacturer may need to source alternative. Please ask your dealer for advice concerning current availability of standard and optional equipment, and your dealer will verify that your tanker will include the equipment you ordered.

All images in this brochure may be shown with optional equipment.