



MCA

Manually-operated covering system
for tipper bodies



marcolin[®]

MCA - Functional features

This covering system is mounted to the front of the cab guard. It is ideal for rear and three-way **tipper bodies**.

The **mechanical** section of the system includes a **manually operated** drive unit. A through transmission shaft, having the same length as the width of the load body, transmits the rotation to two side gearing units, operating the **two cables** (one per side) that open and close the covering of the load body.

Cable return pulleys are mounted on the rear sides of the swap body, complete with an adjustable cable tensioning system. The covering moves while the operator remains safely on the ground.

The **bows & tarp** section, provided pre-assembled, consists of a series of bows supporting the tarp, and connected by the tarp operating system.

The bows slide along the sides of the body on plastic pads, specifically designed to minimize friction and ensure a smooth and unimpeded movement, to prevent wear on the body and provide a long service life.

To protect the load from the weather and prevent losses during transport, the tarp can be integrated with side flaps to improve the tightness of the covering.

The **MCA** cover can be integrated with a wide range of optional accessories for a variety of specific applications.



FIELDS OF APPLICATION



quarry /
building site



agriculture



environment

ROLL-UP METHOD



folding

OPERATION



manual

MCA - Technical characteristics (with rear tensioning system)

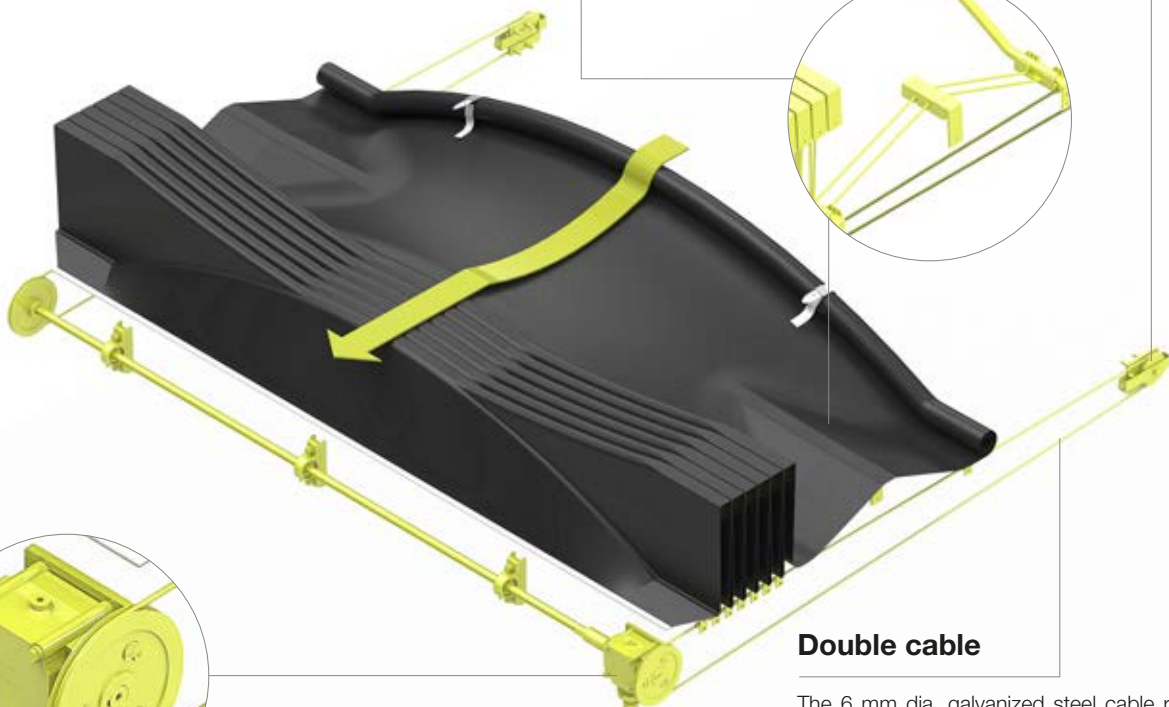
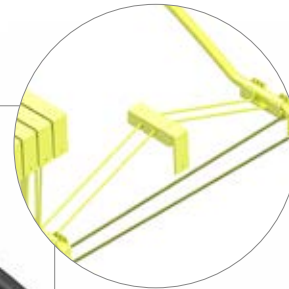
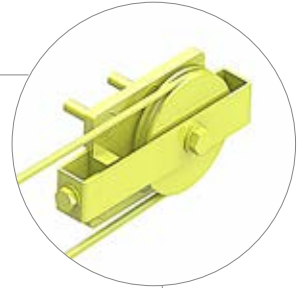
Bows & tarp

The tarp is supported by **bows** made with 25 mm dia. hot-dip galvanized steel tube. They are arched at heights of 200, 300, 400, and 500 mm to meet the most various load requirements. The sliding pads at the ends of the bows are made of 30% glass fibre reinforced polyamide PA66. The tarp lifting system, available with 500, 600, 700, 800, and 900 mm modules, is made with electrogalvanized steel rods and 30% glass fibre reinforced polyamide PA66 hinge blocks.

The **tarp** is custom-made and fitted with reinforcements on the edges for the widest range of applications, based on the specific requirements of the vehicle. Available in green or black flame-retardant PVC mesh (350 g/sqm), in 100% waterproof coated PVC in a wide range of colours (650 g/sqm), in flame retardant PVC (weight 680 g/sqm). The select choice of fibres and the quality of the coating ensure a very high resistance to mechanical stresses, light, rain and snow, and all weather conditions in general.

Rear return units with tensioning system

These are located on the rear sides of the body. They consist mainly of a pulley with a diameter of 100 mm, and a support bracket for the correct return of the operation cable. The tension of the cable is adjusted using a screw that controls the position of the pulley, and therefore the tensioning force applied to the cable. All the components are made with electrogalvanized steel.



Double cable

The 6 mm dia. galvanized steel cable runs at a distance of 10 mm above the edge of the load body. As an option, accessories are also available for running the cable at 23 mm below the top edge of the load body. This reduces the possibility of damage to the cable during loading.

Front drive

Using a bevel gear reducer (reduction ratio 3.3:1), it reduces to a third the effort required to turn the operating rod. The transmission shaft is made of a 25 mm dia. galvanized steel rod, kept in position by specifically designed self-aligning UCP supports with lubrication points. The two cables are pulled by means of two 180 mm dia. side pulleys. All the components, with the exception of the gear reducer, are made with electrogalvanized steel.

Operating rod

It is used from the ground as a simple crank to open and close the cover. Made of galvanized steel, it is fitted with effective non-slip handles. When not in use, it remains latched and secured to the body.

MCA - Technical characteristics (with front tensioning system)

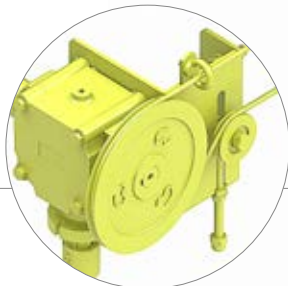
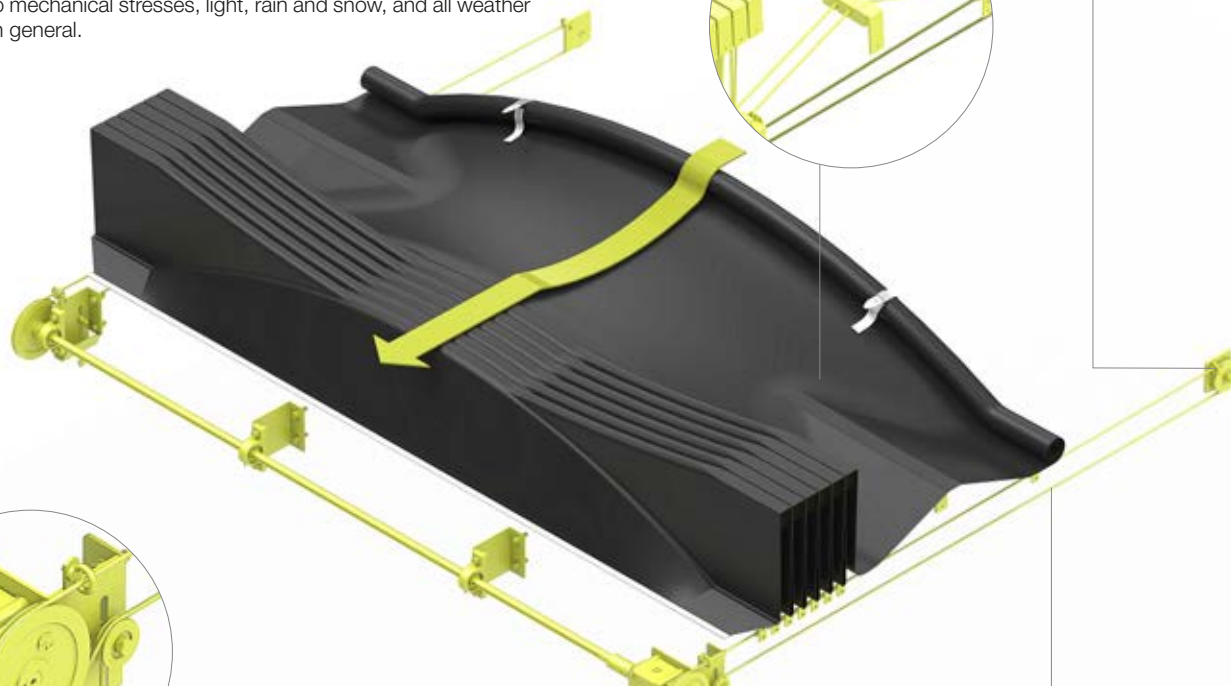
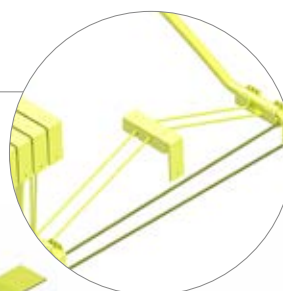
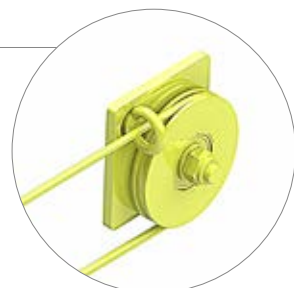
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Front drive with tensioning system

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Double cable

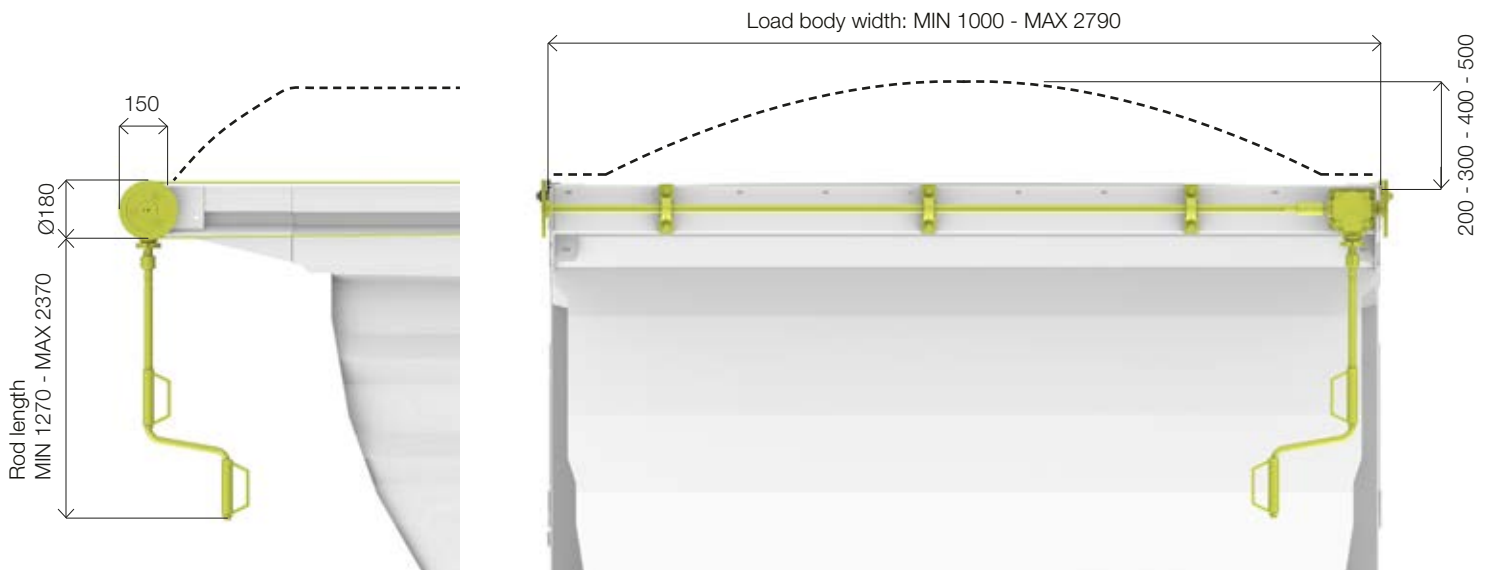
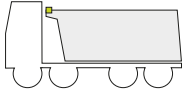
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Operating rod

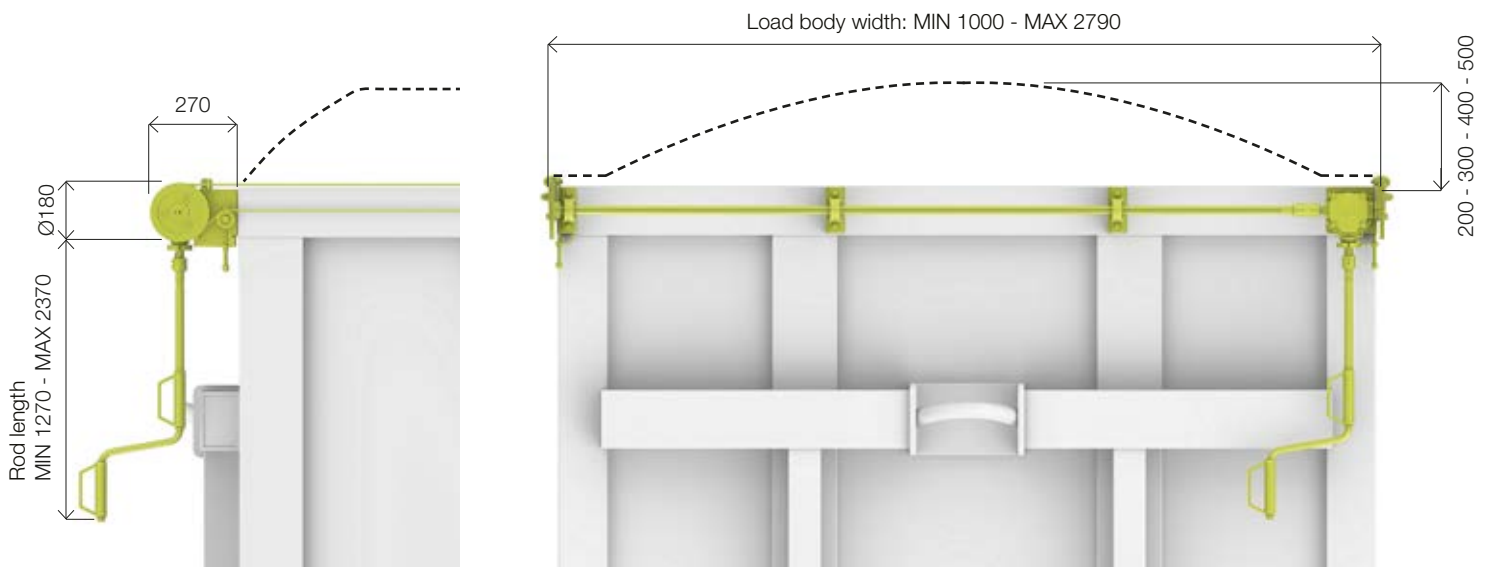
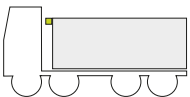
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MCA - Dimensions

STANDARD ON BODY WITH CAB GUARD (with rear tensioning system)



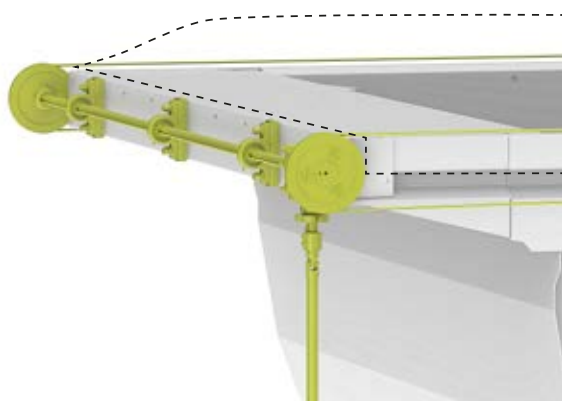
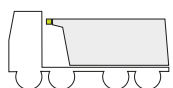
STANDARD ON BODY WITHOUT CAB GUARD (with front tensioning system)



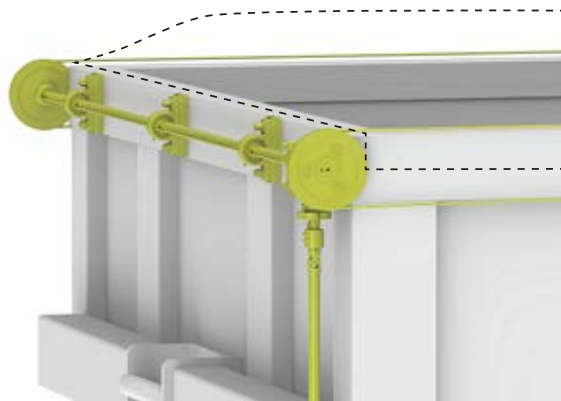
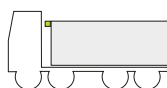
The sizes are indicated in mm

MCA - Installation options (with rear tensioning system)

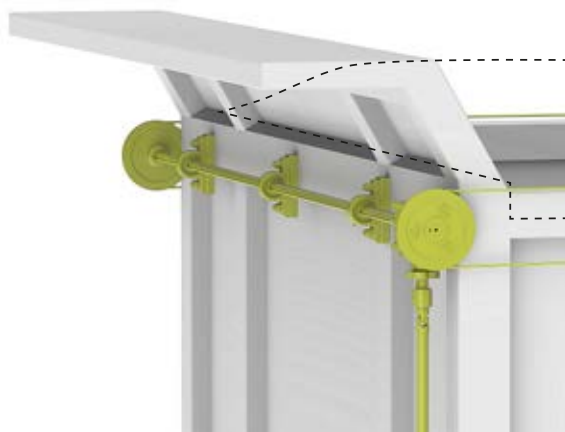
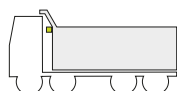
STANDARD ON BODY WITH CAB GUARD



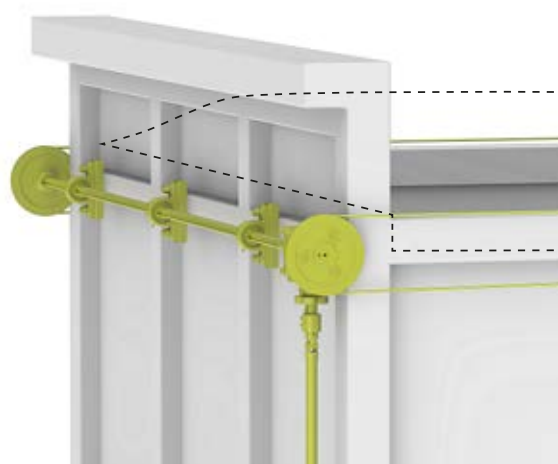
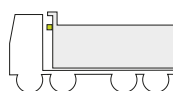
STANDARD ON BODY WITHOUT CAB GUARD



STANDARD ON BODY WITH RAISED CAB GUARD

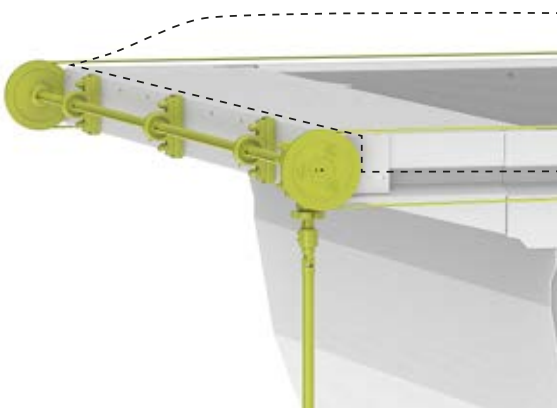
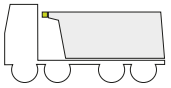


STANDARD ON BODY WITH RAISED END WALL



MCA - Installation options (with front tensioning system)

STANDARD ON BODY WITH CAB GUARD



STANDARD ON BODY WITHOUT CAB GUARD

