

NEW

AGRICULTURE IS EVOLVING, SO IS WAGO!



When redesigning its Wago range, JOSKIN's purpose was simple: provide the final users with a maximum profitability and with more comfort and safety. Even if the structure of the bale trailers was fully redesigned, the very appreciated original look remained the same. Among the improvements, we can find a lower floor, allowing to increase the loading capacity, a general structure reinforcement as well as the arrival of a new ladder system.

Even if the history of the bale trailer goes back to the beginnings of agriculture, it is not unusual to see that, despite the many significant advances in the agricultural sector, many users are still content with a very basic version. It is true that given its very simple look, the bale trailer is not always a priority for farmers. Even if most of them owns one, this type of machine is often only chosen based on its price and is then used until the end of its life.

MORE SAFETY AND COMFORT

Things seem however to be moving forward. Significant evolutions become more and more concrete in all areas, starting with the agricultural practices. Even if pursuing productivity is not new, today, with the technological advances of our time, limits are constantly reduced: tractors can now drive at 50 km/h and more. Automation reduces human intervention and allows to increase production quotas. In return, the break-even-point is also increasing. The required tempo is even higher and even more is expected of us in less time...

Remaining profitable on the long term becomes a real challenge. To achieve this, the safety and comfort of use of a machine are no luxury anymore: they become a necessity.

Bale trailers are no exception. The volumes to be transported are even bigger and journeys are even longer at higher speeds. The material has never been as used as today and the risks of load losses and accidents have never been so high! Something becomes certain: in its basic version, the bale trailer is getting more and more away from the current needs...

A 100% REDESIGNED STRUCTURE

Known for its ability to meet the market's expectations and anticipate the users' needs, JOSKIN rapidly focused on this global evolution and immediately reacted accordingly. As a result, the famous range of Wago bale trailers has just been fully redesigned. The first models benefiting from this are the high-capacity trailed bale trailers. But what are these novelties?

Let it be said, at first glance, changes are barely visible, even if they concern the entire product. The company indeed wanted to keep the very appreciated original look of the machine. You should know that this is not a new product but an evolution of the existing references. Modifications are deliberately subtle and have only one goal: provide the users with all the necessary safety, comfort and ease of use to remain profitable on the long term.

To that end, the following improvements were carried out:

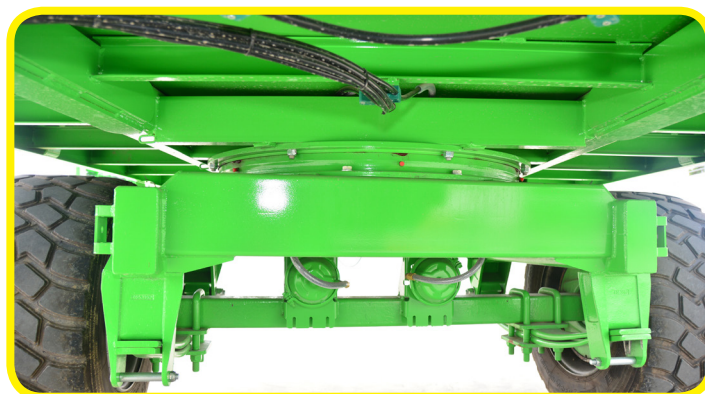
1. The first one, and not the least, concerns the **floor height**.

The floor is now as close as possible from the ground, at only 1.10 m high. Thanks to this global lowering, the Wago has an undeniable advantage during handling operations. Straw transport is also easier in all respects. The loading capacity can indeed be increased, while still complying with the regulations and crossing bridges remains easy.

If this height lowering was made possible, it is because of successive adjustments on the structure:

- The first one concerns **the position of the turntable**. While it was previously used to support the chassis, it is now directly built in the chassis, allowing the whole bale trailer to benefit from this height reduction.
- The second adjustment is related to **the wheel size**. Wheels have now a smaller diameter. The standard model is 435/50R19.5 DM27.
- Given this reduction of the wheel diameter, **the position of the axles** was also reviewed. They are now placed above the spring leaves in order to best suit to the straw transport conditions. For a use requiring less traction and higher obstacle crossing capacities, JOSKIN provides, as an option, the possibility to reposition the axles under the spring leaves in order to add wheels of 22.5.

2. The second improvement concerns the **sturdiness of the whole bale trailer**. Since payloads are ever higher, the chassis is therefore increasingly solicited. Dealing with this reality, the new Wago generation has now a fully reinforced structure. To that end, the whole bale trailer has now a tubular chassis in special high tensile steel (similar to the one used on tipping trailers) instead of an IPN model. Since this type of chassis is more homogeneous, it



works more in the steel tensile limit, which ensures a maximisation of the payload and an elimination of high stress areas. This has consequently a strong influence on the driving comfort: the Wago is now way more rigid, even if it undergoes less torsions, but it keeps the required flexibility to face the various field and load constraints. Thanks to this new structure, it is the ideal implement to ensure safe and intensive transports of a full fodder load.

3. As always at JOSKIN, the functional aspect has not been left aside. In this regard, the **ladder system** has also been fully reviewed. If previously a choice had to be made, when ordering the machine, between a rounded ladder (for round bales) or a straight one (for square bales), the 2 possibilities are now coupled in a single universal model, which is now standard delivered. It is an ingenious system with 2 adjustable flanges, one located at the base of the ladder and the other one in its middle, allowing to tilt these parts in order to better grip the bales depending on their form. When in straight position, the ladder allows to reach 1,750 mm high, while 990 mm in rounded position.



A FULLY SECURED LOAD

These are not the only practical specifications of the Wago. As on its previous version, this new model still has a total outer width of 2.5 m and is fitted on both sides with a **4 cm edge**. It ensures not only a higher sturdiness, but it also allows to firmly hold 2 Palox or 2 Euro pallets of 120 cm side by side. Combined with an anti-slip floor in chequered plate, this specification ensures higher comfort and safety, which are particularly appreciated during long journeys.

And that's not all: even if there are still two standard strap reels on the bale trailer to fasten and secure the straps and therefore efficiently hold the load, this new Wago edition is also compatible with the **hydraulic side ladders (2 SA)**, which were already developed by the brand. Available as an option, this system not only allows, by simply hydraulically lifting the ladders, to hold the entire load on the trailer but also to secure it thanks to check valves. Strapping operations and the consequently constant strap tension checks can



A PERFECT MANOEUVRABILITY

If this new generation of bale trailers provides an unmatched overall comfort, it can already be seen on the tractor hitching. Thanks to its **sprung drawbar** holding the trailer in high position, the hitching operation is indeed surprisingly easy.

But the most appreciated feature is the **driving comfort** provided by this Wago! The configuration of its 2 running gears certainly plays an important role in this: the first one is a single axle on 360° turntable located at the front side of the bale trailer, ensuring a very short turning angle and an outstanding manoeuvrability. The second one is a double axle located at the rear side of the trailer. The precise location of these elements ensures a homogeneous distribution of the load on all axles and

in this way be avoided. All this is thus thought to limit the human intervention as much as possible. Practical in many ways, this system is furthermore compatible with all common bale sizes, ensuring therefore a higher total loading volume.



provides an ideal driving capacity, even in the hardest conditions. On the braking side, every axle is standard fitted with air brakes. 400x80 braking shoes are also standard available on all 6 wheels of the 20T versions; this bale trailer is therefore unquestionably an implement suited to high speed with a maximum load.

As a result, even if farmers' need evolved these last years, this complete redesign of the Wago proves once more that the brand is evolving with its time and keeps its ability to anticipate expectations. It is therefore very likely that this new implement, just like the previous generation, will be able to maximize many farmers' profitability for the many years to come!



	Trailer dimensions (m)			Technically permissible payload	Axle(s): □ mm - track (mm) - studs	Wheels	Dimensions of the wheels (m)		Brakes (mm)	
	Length	Width	Floor height				Min./max. Ø	Max. width		
TRAILED WAGO										
TR8000D08	8	2.50	1.07	8 t	ADR 2x80x2000-6S	11.5/80 x 15.3	840 / 930	445	4 x 300 x 60	
TR8000D13	8	2.50	1.35	13 t	ADR 2x90x2000-8S	385/65R22.5 cover	930 / 1,090	438	4 x 350 x 60	
TR8000D15	8	2.50	1.35	15 t	ADR 2x100x2000-8S	385/65R22.5 cover	930 / 1,090	438	4 x 400 x 80	
TR10000D15	10	2.50	1.35	15 t	ADR 2x100x2000-8S	385/65R22.5 cover	930 / 1,090	438	4 x 350 x 60	
TR10000TD13	10	2.50	1.28	13 t	ADR 2x80x2000-8S	385/65R22.5 cover	890 / 1,090	438	4 x 350 x 60	
TRAILED WAGO FB										
NEW	TR10000T15	10	2.50	1.10	15 t	ADR 3x80x2000-8S	435/50R19.5 DM27	890 / 940	438	4 x 350 x 60
NEW	TR10000T20	10	2.50	1.10	20 t	ADR 3x100x2000-8S	435/50R19.5 DM27	890 / 940	438	6 x 400 x 80
NEW	TR12000T15	12	2.50	1.10	15 t	ADR 3x80x2000-8S	435/50R19.5 DM27	890 / 940	438	4 x 350 x 60
NEW	TR12000T20	11.75	2.50	1.10	20 t	ADR 3x100x2000-8S	435/50R19.5 DM27	890 / 940	438	6 x 400 x 80