



VARIOPRESS II

**NEW
GENERATION**
NEW BODY
NEW TAILGATE
NEW CONTROL
SYSTEM

 **FAUN**
KIRCHHOFF GROUP

VARIOPRESS II

NEW GENERATION

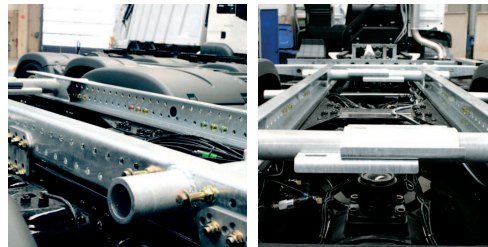
NOW WITH A NEW CURVED BODY

As an alternative to the ribbed design, the new VARIOPRESS II body is not only an attractive advertising medium but offers a number of other advantages too. The strong front frame and the location of the tank and the console in the front section of the body enable the load to be well distributed over the entire vehicle. With 500 kg less unladen weight than its predecessor, VARIOPRESS I, the VARIOPRESS II is now capable of handling a much higher payload.



NEW HOT-DIP GALVANIZED SUB FRAME

The cleverly constructed sub frame is designed for use with all FAUN rearloaders. Its uniquely adjustable adapter for fender fixtures allows it to be quickly and simply mounted and integrated to suit all conventional chassis types. No welding work is necessary on the chassis, which means that it retains its rustproof quality. The storage boxes and protective side fenders complete the sub frame.



NEW TAILGATE

The third part of the new VARIOPRESS II is the lightweight, attractively designed tailgate. Only high-quality, wear-resistant materials have been used in its construction, thereby guaranteeing a long service life. The VARIOPRESS II functions rapidly and precisely with its proven kinematics, its high-performance, heavy-duty roller tracks featuring built-in packing material and a 1m² hopper. The new VARIOPRESS II also achieves an extremely high loading rate with its 20-second cycle time.



NEW FAUN-CONTROL-SYSTEM (FCS)

Adapted to meet the needs of the latest refuse disposal vehicles, the FCS offers all the benefits the customer can expect from a state-of-the-art CAN-bus (Controller Area Network) control system. Very few additional parts are necessary for the installation in the cab. The main computer is mounted in the cab's radio slot and the control unit, a color display screen, is clearly visible for the operator. Cameras can also be additionally connected to the control unit and the rear-view monitoring camera required by regulations is already integrated as standard. All of the vehicle's functions and movements are displayed on the screen and even the vehicle's lighting can be simply and safely controlled. The FCS localizes any errors detected in the control system and is capable of displaying the last 500 faults. This effectively does away with complex error analyses and also decreases the time needed for maintenance and repair. All relevant data can be saved on an SD card and shown on the screen at any time. A Clean-Open interface is also part of the new system, to which various additional components such as a lifter or a weighing unit can be connected as necessary.

Key information such as driving speed, vehicle weight and fuel consumption can also be obtained via a CAN interface connected to the chassis. Only sealed, waterproof standard connectors, contactors and modules are used in the construction of the FCS.



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