Facelift for the flagship

Highest capacity self-propelled Chippertruck hybrid 2.0 impresses with technical innovations

+++ Europe-wide without special approval
In spite of this performance class, the Chippertruck hybrid has a machine weight of less than 32 t.

Petershagen (ghm.) The Chippertruck hybrid is the flagship among the JENZ mobile chippers. The HEM 922 DQ shredder unit was introduced in early 2021. To make things easier, effective immediately the machine is being marketed under the name "Chippertruck hybrid".

The technical changes on the large chipper again show due consideration of the aspects: chipping quality, fuel consumption, driving comfort and flexibility. Sebastian Breuer is the new Product Manager for chipper technology. He explains the diverse innovations in detail.

JENZ Product Manager Sebastian Breuer

"Chippertruck hybrid, version 2.0 – What's behind the update?"

"Currently wood chips are becoming more and more important as an energy source. However, wood chip production must also be efficient and economical. Specifically this means: Produce high quantities in a short time and always with due consideration of quality, fuel consumption and flexibility. This was our guiding principle for the facelift of the Chippertruck hybrid. In short, achieve more of everything: More comfort, more capacity, more quality, more throughput. There were only two things where we ended up with less: Wear and fuel consumption!"

MORE DRIVING COMFORT

New MAN TG3 cab

Now it is even easier to move the operator seat forward. The shift lever for the automatic transmission is placed conveniently next to the right joystick.

New interior – more comfort at the workstation:

- User-friendly cockpit
- Versatile infotainment system with high-resolution 7-inch colour display, DAB+ radio, integration of mobile end devices, Bluetooth® music streaming
- Protective assistance systems, such as the adaptive cruise control (relieve the driver of some driving tasks, particularly on monotonous trips)
- Active seat temperature control for the driver seat and operator seat

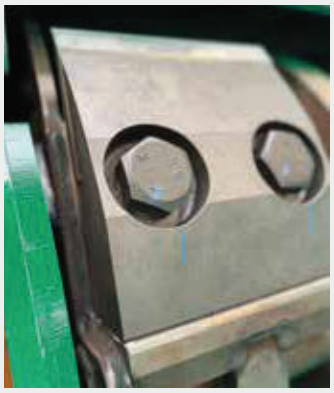
New TG3 driver's cab – modern and powerful:
For example, this is manifest in the front headlight section with state-of-the-art LED technology and the dynamic side design. The streamlined exterior reduces both fuel consumption as well as dirt and grime on the vehicle.

RESISTANT, SUSTAINABLE AND ROBUST

New D1.2 drum design

In recent years the rotor that is most frequently installed; the D1 rotor is one of the trailblazers when it comes to wood chip quality. The quality has again been optimised, and so has the material flow, both on the basis of minor but extremely well thought-out measures. From the operator's perspective the advantages are minimised wear and improvement of the daily maintenance tasks.

Chamfering on the rotor discs

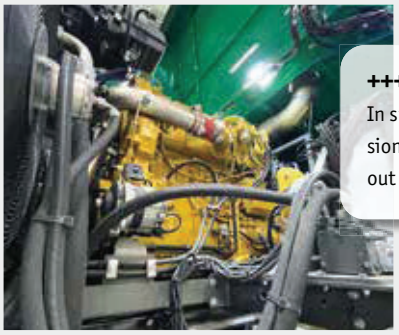


Cut-outs on the outer rotor discs

Lower-positioned support shafts

WOOD CHIP QUALITY PAR EXCELLENCE

High-performance auxiliary motor combined with a new drum speed concept



+++ Without AdBlue
In spite of the new emission standard even without AdBlue as before.

Conversion to the latest EU Stage V emission standard – Auxiliary engine Caterpillar C18:

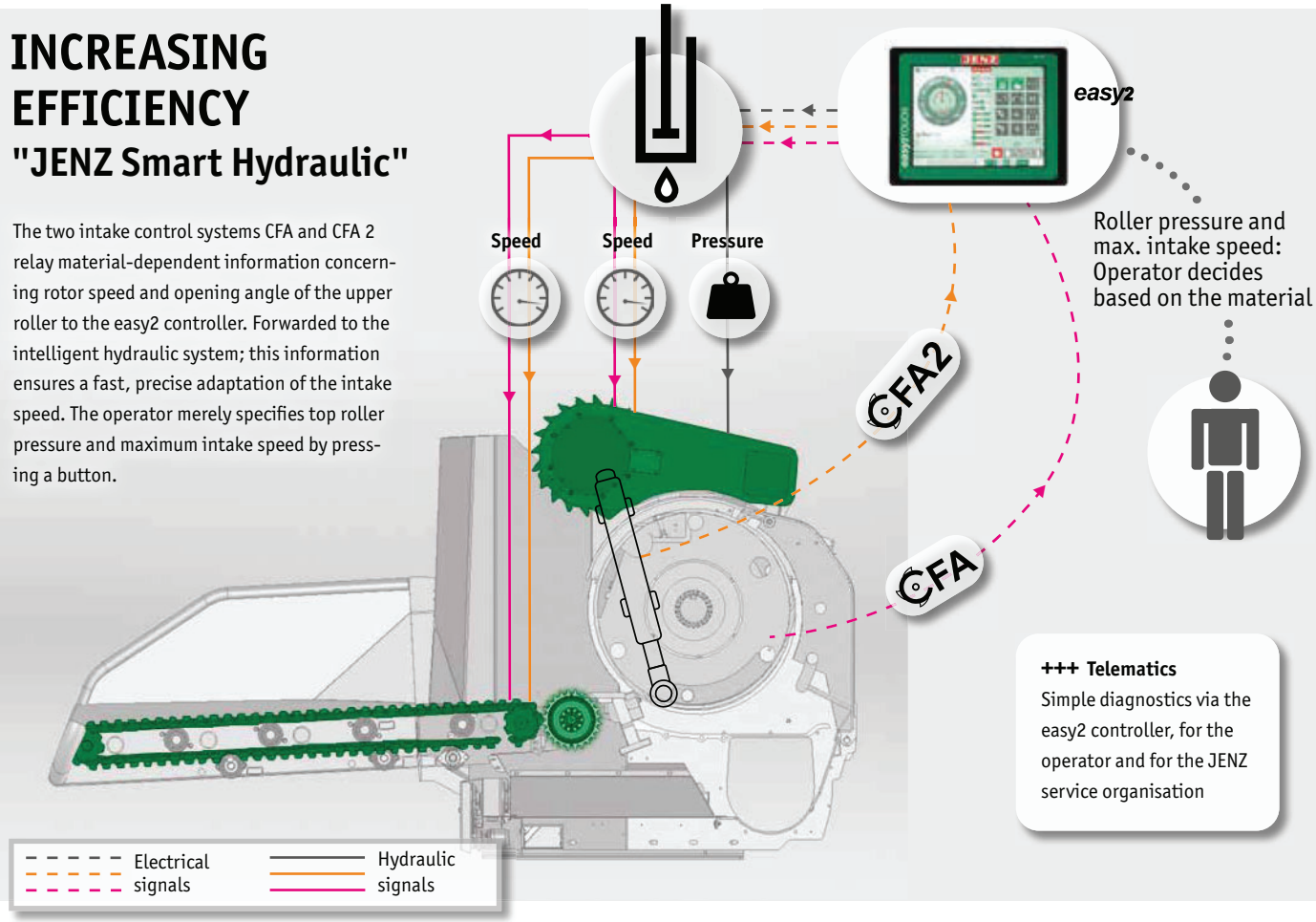
- Power increase to 597 kW (812 hp) and thus total power increase to 1,322 hp
- Rotational speed reduction to 1,800 rpm results in a significant drop in fuel consumption
- Simultaneous higher tractive power through torque increase to 3710 Nm

Lower rotational speed – more torque
New rotational speed concept on the rotor
At just a maximum of 460 rpm, rotor speed decreases 10% compared to the previous situation and yet at the same time this provides more torque. The result is an even better wood chip quality with increased throughput, and additionally optimised wear behaviour.

INCREASING EFFICIENCY

"JENZ Smart Hydraulic"

The two intake control systems CFA and CFA 2 relay material-dependent information concerning rotor speed and opening angle of the upper roller to the easy2 controller. Forwarded to the intelligent hydraulic system; this information ensures a fast, precise adaptation of the intake speed. The operator merely specifies top roller pressure and maximum intake speed by pressing a button.



+++ Telematics
Simple diagnostics via the easy2 controller, for the operator and for the JENZ service organisation