



HYDROTRIKE

STRONGER • FASTER • LIGHTER

READY FOR THE NEW GENERATION 3.0.

The completely newly developed Hydro Trike 3.0 is stronger, faster, lighter, and ready for the international future. From a Mercedes MTU engine with dual label, a completely renewed VSG 2.0 transmission, and a new Claas X11 cab with Vervaet MMS to a modular chassis: every subsystem has been rethought.

After 35 years of DAF, Vervaet is choosing Mercedes MTU. A strategic step: with a dual-label engine, the path opens to markets such as the United States and Canada.

The Hydro Trike 3.0 is therefore not only stronger, it is ready for the future in every respect.

530 HP

Mercedes
MTU 13L

17/21 m³

Modular
platform

+35%

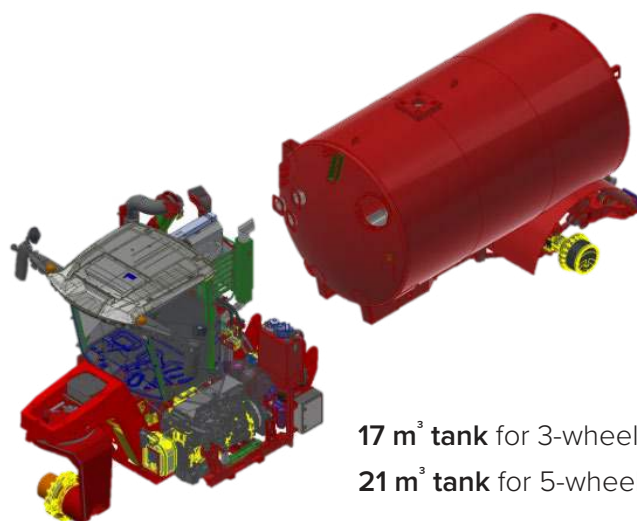
Tractive force new
VSG 2.0

10,000 KG

Lifting capacity
+50%

1 PLATFORM. 2 MODELS

The Trike 3.0 has been redesigned from the ground up on one modular platform. Engine compartment, drive pumps, and cab are identical for the 3- and 5-wheel versions. In a later production stage, the short 17 m³ version or the longer 21 m³ version with sliding/center axle is mounted; faster through production, lower complexity, better availability of parts.



17 m³ tank for 3-wheeler
21 m³ tank for 5-wheeler

1. CHASSIS

The chassis of the Trike 3.0 is divisible between front and rear sections and is constructed from bent plates instead of box sections. A significant weight saving with at least equivalent strength. The fuel tank is made of aluminum.



PLATES INSTEAD OF BOX SECTIONS

Bent plates replace the traditional box-section chassis. Lighter, stronger, and modularly producible.

ALUMINUM FUEL TANK

Lighter than steel, no corrosion, contribution to total package weight reduction

UP TO 25 CM MORE GROUND CLEARANCE

New bodywork around the front: steel at the bottom, plastic at the top. Hit a fence post or got stuck? Much less likely to damage the machine.

DIESEL + ADBLUE FRONT LEFT

Filler caps moved to the front left. Easier to reach and significantly less risk of contamination.



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HYDROTRIKE

2. ENGINE & DRIVETRAIN

After 35 years with DAF, Vervaet is switching to Mercedes MTU. Reason: the European DAF engine is not identical to the American version, making import into the USA/ Canada impossible. The MTU engine has a dual label.



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Mercedes
MTU 13L

17/21 m³

Modular
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VSG 2.0

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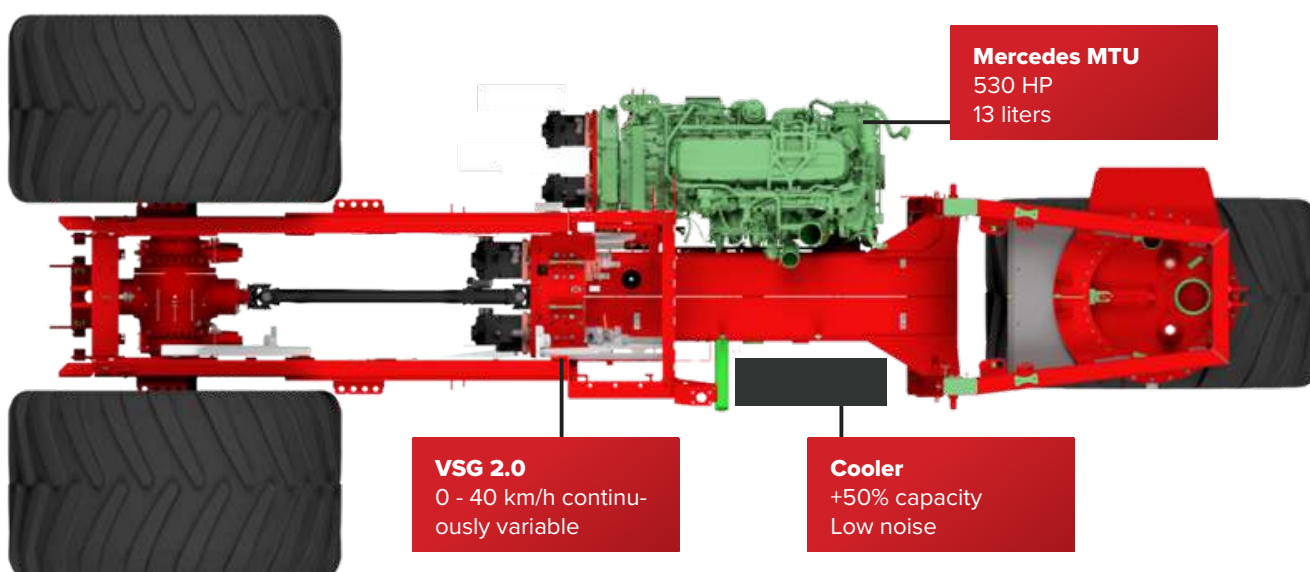
Lifting capacity
+50%

VSG 2.0 | THREE GEARS

VSG 2.0 adds a mechanical low-ratio stage with its own motor, resulting in 3 gears. +35% tractive power at low speeds, for hilly terrain and increasingly wider, heavier injectors. VSG 2.0 remains continuously variable from 0-40 km/h.

CONTINUOUS SLIP CONTROL

Front and rear. Automatically active as soon as slip is detected on one wheel. High-pressure drive lines 25% larger in diameter: this results in lower drive pressure and less noise.



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3. LIFT & CENTER AXLE

Tractive power alone is not enough. That is why the entire power transmission behind the VSG 2.0 has been rethought. A completely redesigned linkage with doubled lifting capacity, combined with a driven center axle on the 5-wheeler, makes the Trike 3.0 ready for wider and heavier injectors.

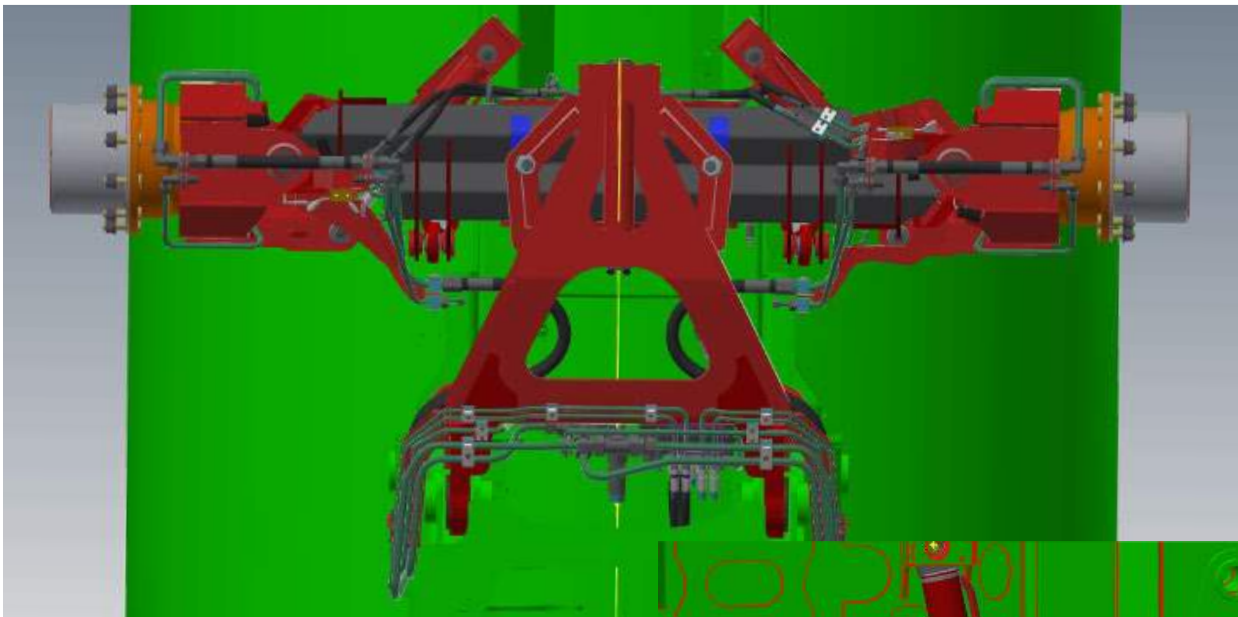


LINKAGE | DOUBLE POWER

A completely new and low-maintenance designed linkage. No lift yoke, resulting in fewer rotating parts. The lifting capacity doubles, going from 5,000 → 10,000 kg.

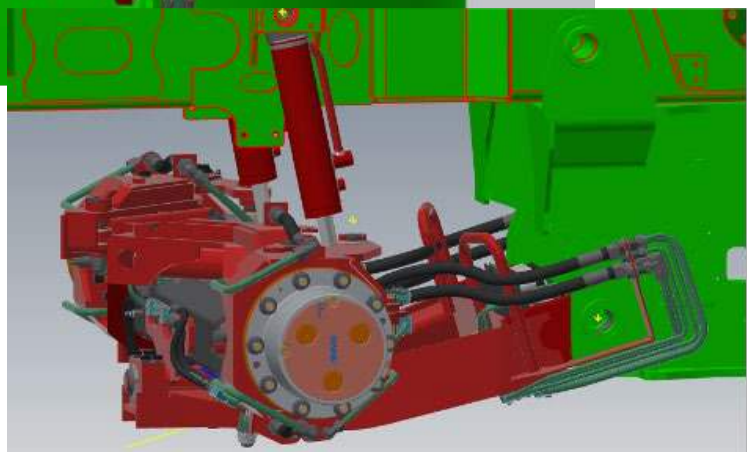
ADJUSTABLE AS DESIRED

Height settings for on the road or in the field. Lifting or pressing continuously adjustable in combination with headland management and can be saved in presets per injector.



5×5 CENTER AXLE +30% POWER

Driven center axle with wheel reduction gears and axial motors: a reliable principle known to Vervaet. +30% tractive power compared to its predecessor.



4. COOLING

The cooling capacity is increasing drastically. While the current Trike is rated for an outside temperature of 38°C, the 3.0 is designed for 50°C. Combine that with a low-noise fan and better cabin insulation and you get a machine that keeps working at full capacity even in hot summers, and is 20% quieter for the driver.



RADIATOR | +50°C CAPACITY

Significantly larger radiator. Low-noise fan. External mesh keeps sucked-in dirt out of the machine. Releasing it during 'reversing' is easier because the dirt does not get into the mesh of the radiator itself.

OIL COOLER | +53% CAPACITY

Generously oversized for the greatly increased power of the VSG 2.0 drivetrain. No thermal issues, in any situation.

REAR AXLE COOLING CIRCUIT

Due to significantly increased tractive power, more cooling has been provided for the rear axle.

AIR FILTER ACCESSIBILITY

Easier to clean model, foldable steps, maintenance ease is clearly improved.



5. SLURRY SYSTEM

BÖRGER PUMP
+ CYCLONE CUTTER
+ VERVAET SUPERFILL



9.000/13.500

L/min choice
Börger pump

8"/10"

Suction in
slurry tank

-1.5 min

Time saving with
Superfill

BÖRGER PUMP + CYCLONE CUTTER

Choice of 9,000 or 13,500 L/min Börger positive displacement pump, in combination with the well-known Vervaet Cyclone Cutter.

SUPERFILL OPTION

Suction arm gets a turbo filler with bypass directly into the tank. Positive displacement pump first draws vacuum, turbo filler fills at lightning speed via the bypass until backpressure, then the positive displacement pump takes over again. Savings of up to 1.5 minutes.

SUCTION 8"/10"

Larger suction in the slurry tank for more capacity, applying large doses lightning fast.



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HYDROTRIKE

5. SLURRY SYSTEM

NEW HORIZONTAL SUCTION ARM



9.000/13.500

L/min choice
Börger pump

8"/10"

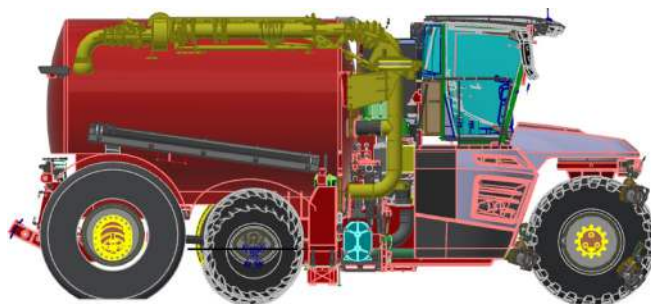
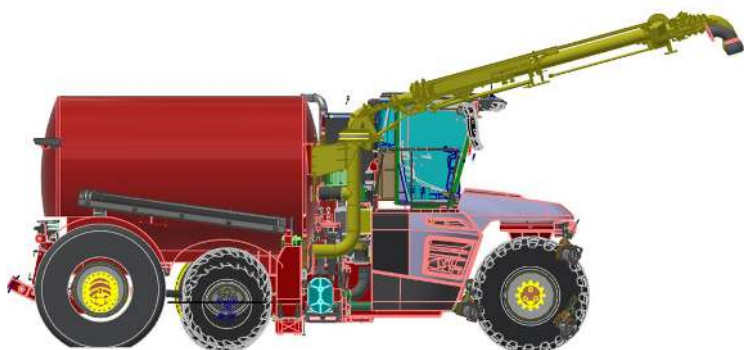
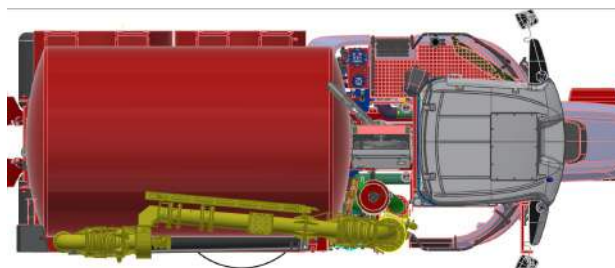
Suction into
manure tank

-1,5 min

Time saving
with Superfill

NEW HORIZONTAL SUCTION ARM

Replaces both the elephant arm and the old horizontal suction arm. Completely straight ahead next to the cabin. With sliding section, the same reach as the current elephant arm. Standard with auto-return to 'home' position lying on the tank.



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6. CABIN

The Hydro Trike 3.0 gets the new **Claas X11 cabin**. More spacious, better all-around visibility, better sound insulation, and the brand-new Claas interior with updated armrest and drive lever. There is also an option for CarPlay and a refrigerator in the cabin as standard.



DRIVE LEVER CONTROL

GPS control and horizontal suction arm (with sliding section) have moved to the joystick in the X11 cabin. Fewer or no foot pedals needed, intuitive control within reach.

NEW CABIN SUSPENSION

Developed specifically for the Hydro Trike 3.0. 4-point suspended adjustable dampers ensure a significantly more comfortable workday.



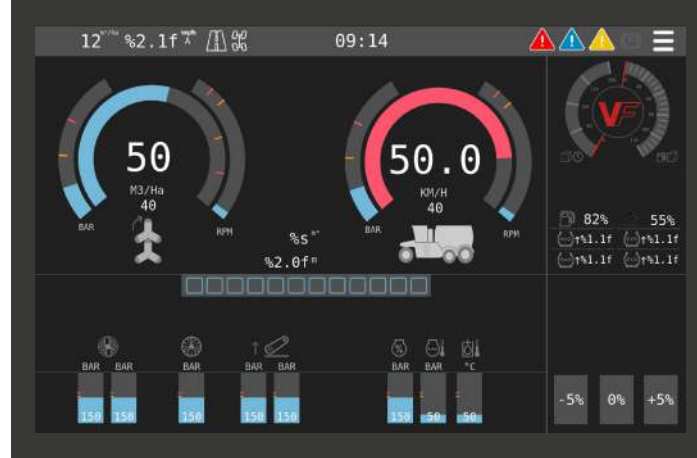
**THE NEW
BENCHMARK
IN SLURRY.**

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7. SOFTWARE

Vervet MMS is the new in-cabin control and monitoring system of the Trike 3.0. A tablet screen with brand-new software, deep integration with drive train, lift, cooling system, and slurry system, and smart alarms that detect problems before they cause damage.



NEW SOFTWARE INTERFACE

New model tablet with newly developed software interface. Clear, fast, and fully integrated with drive train, lift, and slurry system.

LIFT SYSTEM

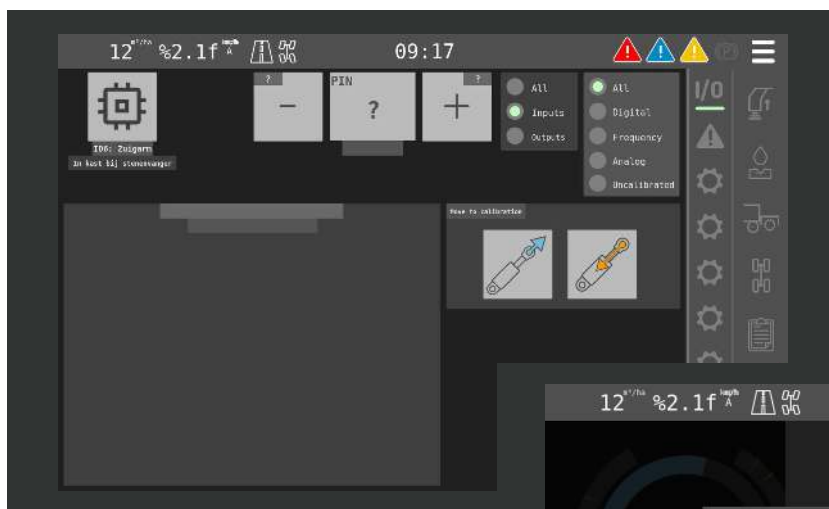
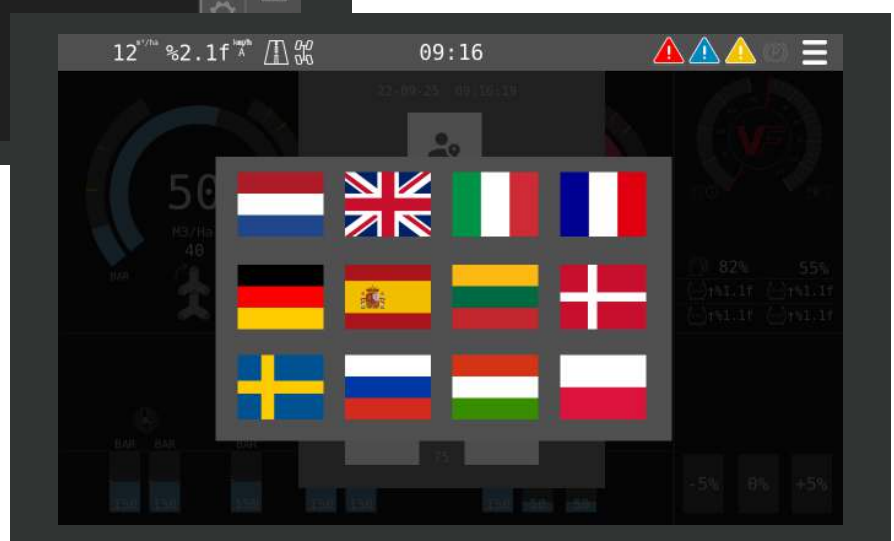
Lift height control and lift/pressure compensation electronically adjustable. Field and road position set and saved independently. Lift speed and damping proportionally adjustable.

TIRE PRESSURE PER TIRE

The tire pressure control system is readable and adjustable per tire. An answer to specific conditions per zone in the field.

SMART HYDRAULICS ALARM

Intelligent alarm system detects dirt or slurry in the hydraulic system early and warns the driver. Preventing damage instead of repairing it.



8. TIRES

The Trike 3.0 is equipped with a high front fork as standard. This allows large front wheels to fit while the cabin remains under 4 m in height. The machine is designed such that new generation tires from Michelin and BKT also stand flat within this height. New on the market for a self-propelled machine.

REINFORCED FRONT FORK

Slew ring in a stronger model, larger steering cylinders, allowing you to continue steering lightly with large front wheels, even at low tire pressure.

NEW MIDDLE SLIDING AXLE

Tridec concept: new axle with fewer wear parts. Developed to be able to drive with 750/50×26.5 tires at a 3 m outer width.



BRAKE DISC | 500 -> 670 mm

In combination with the improved brakes in the rear axle, the Trike 3.0 meets the strictest standards regarding international homologation requirements for braking distance.

LARGER TIRE SIZES:

REAR

1020/55 R 38	BKT
1250/50 R 32	BKT

FRONT

1050/50 R32	Michelin
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**UP TO 33% MORE CONTACT
SURFACE!**

THE NEW **BENCHMARK** IN SLURRY.



HYDRO TRIKE 3-WHEELER

Tank capacity:	17 m ³
Height:	3.95 m
Length:	7.58 m
Width:	3.00 m (optional 3.20 m in combination with BKT 1250)



HYDRO TRIKE 5-WHEELER

Tank capacity:	21 m ³
Height:	3.95 m
Length:	9.18 m
Width:	3.00 m (optional 3.20 m in combination with BKT 1250)

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