

D-TEC Introduces Three Upgraded Container Chassis Focused on Lower Operating Costs, Greater Flexibility and Extended Service Life

Upgraded D-TEC CC-40

The upgraded **CC-40**, now designated as the **CC40-3-S**, is a versatile container chassis designed to accommodate a wide range of container types, including 20 ft, 30 ft, 40 ft and 45 ft containers, tank containers, and non-tunnel containers. A new optional feature is an extendable 45 ft neck and rear bumper, enabling the chassis to be used for an even broader range of transport applications.

With an unladen weight starting from **3,780 kg**, the CC40-3-S ranks among the lightest chassis in its class, contributing to reduced fuel consumption. Its low tare weight also helps increase the operating range of electric tractor units.

The chassis has been engineered with a strong focus on achieving a low **Total Cost of Ownership (TCO)** through reduced maintenance costs, a long service life, and strong residual value.

Upgraded D-TEC CC-2030 and CC-20

D-TEC is introducing a new generation of the **CC-2030 and CC-20 chassis**, now designated as the **CC2030-3-F** and **CC20-3-T** respectively. These new models have been developed to deliver a lower TCO through extended service life, reduced operating costs, and minimal downtime. The first improvements will be introduced on models for the UK market and subsequently rolled out across the rest of Europe from early 2027 onwards.

The new **CC-20** is 165 kg lighter than the CC-2030 and approximately 150 kg lighter than comparable chassis currently available on the market. This lower weight contributes directly to reduced fuel consumption.

By increasing the chassis beam height by 55 mm and implementing robotic welding processes, chassis strength has been significantly enhanced. Depending on the application, the technical service life can extend up to **15 years**, further improving residual value and reducing Total Cost of Ownership.

Customers can choose from **VALX, SAF, or BPW axles** (BPW exclusively in the United Kingdom) and a range of braking configurations. In addition, the chassis are optionally available with a new **D-TEC LED logo light**, designed to be more resistant to damage and failure, helping to minimise unplanned downtime.

For the UK market, D-TEC is also introducing the **CC20-3-T UK**, specifically developed for operators primarily transporting 20 ft containers.

Across all technical developments, D-TEC works closely with end users to ensure that its chassis offer the highest possible level of safety for drivers during loading and unloading operations.

New Steered D-TEC Vacuumliner

D-TEC is expanding its tanker trailer portfolio with the introduction of the new **steered Vacuumliner FV-VAC**. This trailer combines vacuum transport capability with advanced steering technology and has been developed for transporting large volumes from locations that are difficult to access with rigid vehicles, such as city centres and agricultural sites.

The steering technology, based on D-TEC developments dating back to 1987, enhances accessibility, increases operational flexibility, and lowers Total Cost of Ownership through reduced tyre wear and lower maintenance costs. The system also helps minimise ground damage.

Safety and ease of operation were key priorities throughout the design process. The vacuum pump is positioned at eye level to provide safe and convenient access. In addition, the trailer is available with a wide range of configuration options, including various control systems, access arrangements, and walkway specifications.

About D-TEC

D-TEC is a leading Dutch manufacturer of innovative tanker trailers and container chassis for the agricultural and transport industries across Europe and the United Kingdom. With more than 30 years of engineering expertise, D-TEC develops high-quality transport solutions designed to maximise payload, operational efficiency, and reliability without compromising safety or sustainability.

D-TEC has earned a strong reputation for combining intelligent design with low operating costs. Its trailers are engineered to deliver maximum payload capacity, ease of use, minimal maintenance requirements, and excellent residual value. These upgraded container chassis and trailer solutions demonstrate how D-TEC helps operators further reduce transport costs, improve fleet utilisation, and enhance Total Cost of Ownership while maintaining outstanding performance and reliability.