

CATALOGUE

DFV

G-130

BEYOND,
GO FURTHER
2026





YOUR PARTNER EVERY KILOMETRE

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THE BEGINNING OF A **NEW ERA**

Welcome to **Guillén Group**: the same company as always, now with a fully renewed image and philosophy.

Our core values remain unchanged: consistently delivering the highest quality, placing the customer at the centre of everything we do, and ensuring reliable warranty and service. However, the time has come to take the next step and adopt a more global mindset, supported by an image that reflects the quality of our products and our ambition for continued growth.

If you are looking for maximum quality and profitability for your logistics business, **we are your best solution.**



SOLUTIONS THAT GO **BEYOND**

KEY PARAMETERS:

- Optimised structure with a high-strength steel chassis.
- Reduced unladen weight, maximising payload capacity.
- High durability proven by technical studies and testing.
- Lower fuel consumption thanks to its efficient design.
- Capability to transport heavy loads safely and reliably.
- Modern design with a refined and functional aesthetic.





GOING BEYOND IN DURABILITY

At **Guillén Group**, we work with **state-of-the-art robotic welding systems** capable of ensuring **maximum precision and repeatability** in every joint. This advanced technology is combined with the expertise of our **highly skilled welders**, who oversee each process to guarantee a flawless finish.

In addition, the **G-130 curtain** is based on **modern technology**, specifically developed to deliver enhanced strength, reliability and durability in daily operation. A solution designed to meet the real demands of today's transport industry.

We have first-hand knowledge of the sector's challenges. That is why we are committed to innovative processes and high-grade materials that **reinforce the structural integrity of the semi-trailer** and deliver greater value to our customers.

HOT-DIP GALVANISED PROTECTION

On our chassis, we use **hot-dip galvanising** as an anti-corrosion protection method. This process ensures a **uniform coating**, even in the most difficult-to-reach areas, providing complete protection **against corrosion**.

The result is a chassis with **enhanced durability, strength and reliability**, **designed** to perform in the most demanding conditions.



RESEARCH AND DEVELOPMENT INNOVATION

At **Guillén Group**, quality and safety are fundamental pillars of the way we operate. Our focus on engineering, development and continuous improvement enables us to deliver reliable, efficient solutions designed to meet the real demands of today's transport industry.

We have a highly specialised technical team and advanced design and validation processes, where each product is developed and optimised through rigorous testing, calculations and controls. This data-driven approach allows us to introduce innovative solutions, continuously enhance our chassis and superstructures, and maintain robust structures without compromising on efficient, weight-optimised designs.

TESTING AND TRIALS

- Floor strength testing.
- Load measurement and distribution across all axles.
- Unladen mass measurement.
- Braking tests in unladen condition and at maximum load.
- Measurement and verification of front and rear underrun protection.
- Chassis stress testing.
- Chassis structural strength testing.
- Structural calculations using the FEM method.
- Fatigue testing.  **Durability Test**®



STANDARD VAN

A box trailer built to last. Its strong yet lightweight structure ensures reliable performance without compromising ease of use or manoeuvrability.

SEE MORE



QUALITY AND WARRANTY

Hot-dip galvanised chassis and rear pillars with a 10-year warranty. Body components finished with bichromate treatment.

Chassis tested on a closed track (fatigue testing) and in real operating conditions equivalent to more than **2,000,000 km**.

Use of premium-brand components, ensuring safety and comprehensive European after-sales service support.

Proven **high durability** and performance of our vehicles under extreme weather conditions (Scandinavian countries).

Subject to GDI, S.L.U. surface treatment terms and conditions.

DESIGN AND TECHNOLOGY

Minimum tare weight, maximum strength (reduced weight from 7,130 kg, Technically Permissible Maximum Mass 41,000 kg).

Simple, practical and user-friendly in operation.

Integrated and compact vehicles manufactured as a single unit (chassis + body = semi-trailer), enhancing performance and precision.

The company reserves the right to modify any technical data contained in this document without prior notice. Photographs may include optional equipment or extras and should not be considered as standard specification.

VERSATILITY AND MODULARITY

Standard, Maxi and Mega box trailers, garment transport and corrugated steel bodywork. Rear barn doors or roller shutter door options available. All versions can be equipped with **EN 12642 Code XL** certification for a net load of 27,000 kg, with internal heights of up to 3,020 mm. Maximum number of body components shared across all variants, assembled with mechanical joints for quick and easy replacement.

Common body components across all variants, assembled with mechanical joints for fast and easy replacement.

SAFETY, CERTIFICATION AND RELIABILITY

European type approval in accordance with Directive **2007/46/EC**.

Load securing in compliance with **EN 12642 Code XL**, Daimler 9.5, durability tests, front wall strength test in accordance with **Swedish Standard SS 2563**, etc.

G.L.S.S. (Guillén Load Security System): patented locking system with optional telematics alert in case of unauthorised opening.

Our outstanding track record since 1895 underpins the excellence of our products and services.



Pneumatic connections.



Axle lift.



Cyclist protection with optional aluminium version.

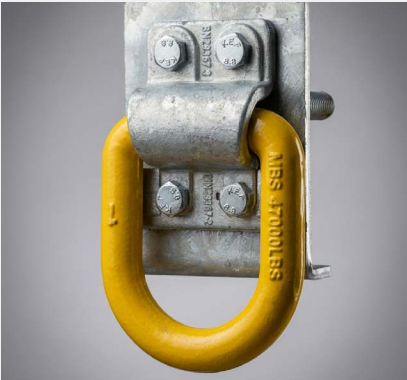


Water Tank



OPTIONAL EQUIPMENT
HIGHLIGHTS

We offer a wide range of optional equipment so you can configure your unit your way, tailored to your specific needs.



Boat handle.



Strobe lights.



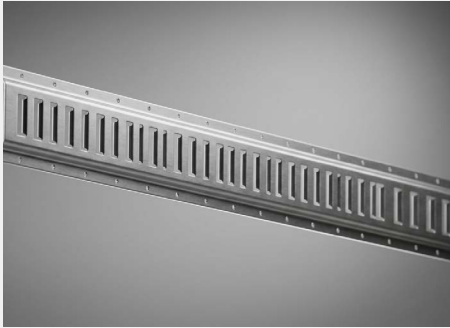
Reversing light.



Dock rollers.



Rear metal stops (optional)



Lashing rails (optional)



Fremo locks (optional)



Tyre control panel



Aluminium wheels.



Tail lift.



SELF-LOADING VAN

The automatic loading box trailer is designed to make your operations easier. Its system optimises loading and unloading times, reducing effort and increasing productivity.

SEE MORE



Interior view with Euro pallet load.



Automatic loading system motor.



Platform suspension control.



Aluminium landing legs.



Automatic loading control.

AERO VAN

The double deck box trailer is designed to maximise load capacity, enabling safe and efficient storage across both upper and lower levels.

SEE MORE



Pneumatic lift control panel



Interior view



Enclosed roller system.



Open roller system



Stop plate.

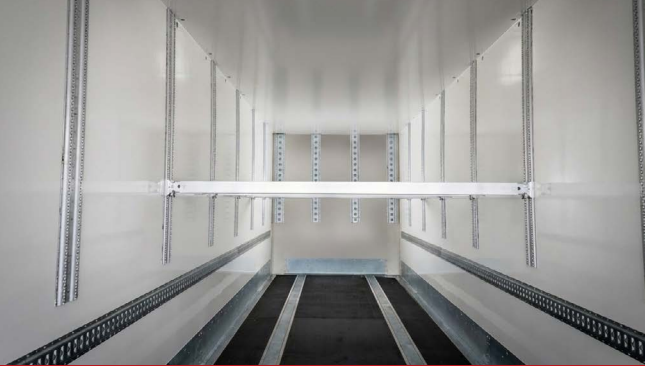


DOUBLE DECK VAN

The double deck box trailer is designed to maximise load capacity, enabling safe and efficient storage across both upper and lower levels.



Double deck interior.



50% open / 50% closed floor.

AUTOMATIC DOOR OPENING

Automatic rear door with 24 V electric operation, fully integrated into the vehicle's electrical system. Opening and closing are controlled via a push-button, ensuring smooth and stable operation. Equipped with anti-crush safety devices, obstacle detection and a manual emergency release system.

The assembly is designed to ensure a high level of sealing thanks to its perimeter sealing system, offering excellent structural strength and reliability under intensive operating conditions, with minimal maintenance requirements.



TECHNICAL DATA

PLATFORM

CHASSIS

Manufactured from high tensile strength steel with excellent mechanical properties.

Low-height 115 mm neck in accordance with ISO 1726. Lightweight Z-type crossmembers. Reinforced rear area for forklift access. Long vehicle reflective marking plate and retractable ladder for access to the interior.

Fixed aluminium rear underrun protection with bolted chassis supports, in accordance with UNECE Regulation 58R03. Swinging side underrun protection in accordance with UNECE Regulation 73R01.

EXLES

3 SAF B9-22 Intradisc axles with 9-tonne capacity and SAF-HOLLAND air suspension. Disc brakes Ø430 mm. Axle spacing: 1,310 mm. Track width: 2,040 mm with ET-120 offset.

PNEUMATIC / BRAKING SYSTEM

HALDEX brake calipers in accordance with UNECE Regulation 13R11.

5-position height control valve (raise/lower) with Reset to Ride function (auto reset).

Standard EBS control system 2S/2M + Roll Stability Support (RSS).

EBS connection via ISO 7638 and power supply through the brake light circuit.

Standard pneumatic and ISO 7638 connection panel for G130 Pro at 400 mm.

Spring brake actuators (double diaphragm).

Steel air tanks, 60 litres each, total capacity 120 litres, with pressure test connection for inspection.

AXLE LIFT

Bi-lateral pneumatic axle lift fitted on the front axle (1st axle), connected to the EBS with automatic lowering depending on load. Operated via the tractor brake pedal.

If only the front axle lift is selected, the turning circle requirements are not met; therefore, the lift is intended exclusively as a starting aid. Driving with the axle lifted is not permitted.

ELECTRICAL SYSTEM

24V electrical system with multifunction rear LED lights in accordance with ECE Regulation R48.06.

LED position lights, side markers and number plate lights.

Electrical installation approved for ADR in accordance with UNECE Regulation 105R06.

Sockets: 7-pin 24N (ISO 1185), 7-pin 24S (ISO 3731, additional functions) and 15-pin (ISO 12098).

TYRES

6 premium tyres, size 385/65 R22.5, in accordance with EU Regulation 458/2011.

Steel rims with ET-120 offset and branded wheel nut covers.
1 premium spare wheel 385/65 R22.5 with steel rim.

MUDGUARDS

Plastic mudguards with straight-edge design on front and rear axles.

Rear bumper valance with Guillén logo.

Anti-spray mud flaps with Guillén logos and side skirts in accordance with EU Regulation 109/2011.

LANDING LEGS

SAF landing legs with a lifting capacity of 24 tonnes.

Two-speed operation.

FLOOR

Floor made of 30 mm thick Finnish 100% birch plywood (21 layers).

Aluminium omega profile floor supports.

Approved for forklift axle load of 8,100 kg in accordance with ENV 1995-1-1. Strength compliant with DIN EN 283.

Friction coefficient of 0.3 µ in accordance with DIN 51130.

Edges sealed with water-resistant protection. Full sealing between floor and chassis guaranteed.

Installation of 4 rows of rollers for overhead loading along the entire trailer length.
2 folding rear locks for pallet stops and 4 front stops Ø 50 × 420 mm. *DFV Aero.*



BODY

LIFTING SYSTEM
Internal dimensions: 13,620 mm length, 2,480 mm width and 2,750 mm loading height.

FRONT
Front, roof and side walls made of 24 mm thick sandwich panels, with internal and external white finish RAL 9010.

Infill made of 20 mm thick plywood panels with internal and external polyester coating in white RAL 9010.

Vertical front reinforcements and two internal 2-tonne lashing rings in accordance with EN 12642 Code XL.

SIDE
Single panel per side made of 20 mm thick plywood with internal and external polyester coating in white RAL 9010, assembled along the entire perimeter using high-strength modular steel profiles, bonded, riveted and sealed.

ROOF
Single panel made of 20 mm thick plywood with internal and external polyester coating in white RAL 9010, assembled along the entire perimeter using high-strength modular steel profiles, bonded, riveted and sealed.

Body certified in accordance with EN 12642 Code XL for a net load of 27,000 kg.

DOCUMENTATION

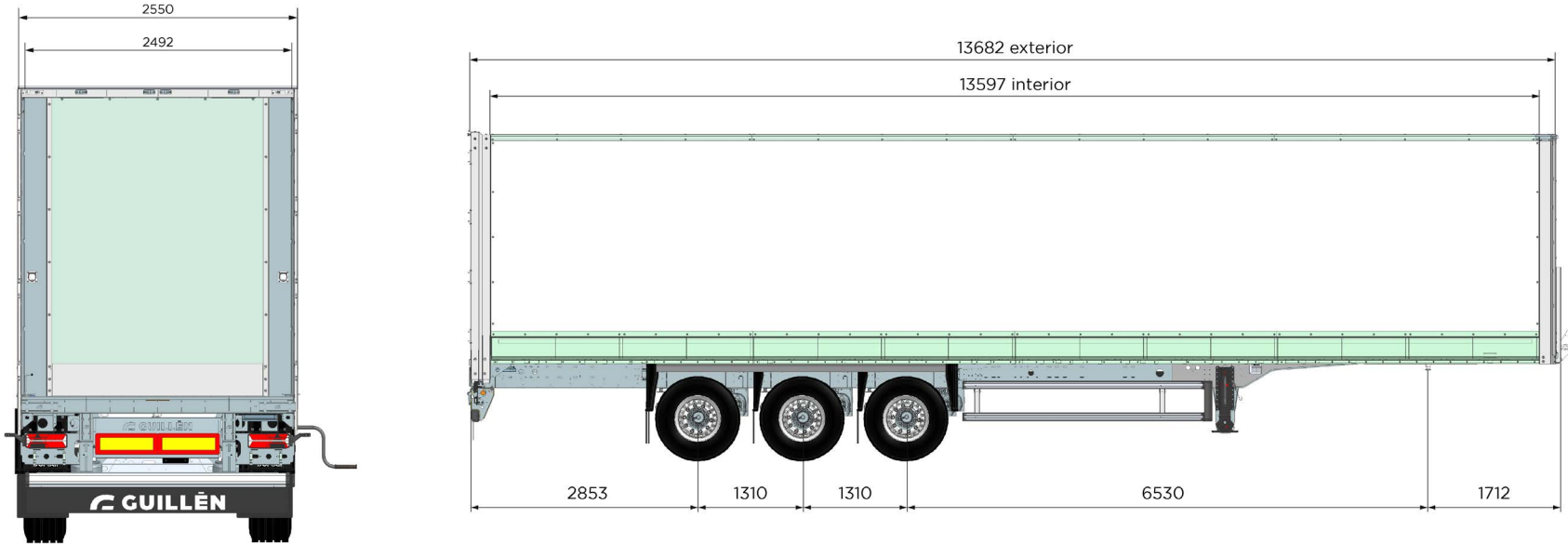
- Electronic roadworthiness inspection certificate (e-ITV)
- Warranty certificate
- COC Certificate (Certificate of Conformity) – N/A in case of national short series approval.
- ECMT Certificate (certifying compliance with technical safety requirements)
- Manufacturer ADR Certificate (dangerous goods)sas)



AUTOMATIC LOADING PLATFORM

- CHASSIS**
- Wabco EBS E Premium braking system 4S/2M + 1M with roll stability support.
 - Steel air tank with a capacity of 120 litres.
 - Electronic Tyre Pressure and Temperature Monitoring System (T.P.M.S.) in accordance with Regulation 141, excluding the spare wheel.
 - Installation of an internal rear “ramp / slide plate” to improve pallet exit.
 - Guillén automatic loading and unloading conveyor system, with optional manual unloading, identical to that supplied on 2025 semi-trailers.
 - * System with 4 rows of aluminium slats.
 - * System height: 142 mm.
 - * Load capacity: 30,000 kg.
 - * Conveyor speed: 6 m/min.
 - * Electric motor with geared transmission, 400 VAC.
 - * Approximate weight: 2,300 kg ±3%.
 - * **Technical description:**
 - ◊ The system is a 4-row slat conveyor mounted on a steel frame.
 - ◊ The conveyor frame is assembled onto the semi-trailer chassis.
 - ◊ Each row of slats is connected on both sides to a chain.
 - ◊ The chains run on plastic guides.
 - ◊ The drive unit is mounted at the front external section of the trailer bulkhead.
 - ◊ The motor and gearbox are connected to the system via chain drives.
 - * **Drive system:**
 - ◊ The drive unit is installed in compliance with current regulations regarding front turning radius, not exceeding 2,040 mm from the semi-trailer kingpin.
 - ◊ The drive system includes a gearbox with a 400 V, 3-phase, 50 Hz motor.
 - ◊ The gearbox is connected to the rest of the system through two dedicated openings in the front panel of the trailer.
 - * **Controles:**
 - ◊ The unit is equipped with a set of sensors integrated into the front and rear areas of the box trailer.
 - ◊ The controls are housed in a control box mounted on the lower rear left side of the semi-trailer structure.
 - ◊ Interconnection with loading/unloading bays is carried out via a Harting connector. This connection provides contacts for a 400 V, 3-phase, 50 Hz + earth power supply, as well as data transmission.

- * **Manual Operation Controls (Stand-alone):**
 - ◊ For manual loading and unloading operations, when not connected to loading bays, the system must be connected to a 400 V, 3-phase, 50 Hz power supply.
 - ◊ A Siemens PLC system (Logo model) supplied with the unit controls the manual loading and unloading functions (stand-alone mode).
 - ◊ For these manual loading and unloading operations, the semi-trailer is equipped with a control unit with push buttons.
- * **Warranty:**
 - ◊ Guillén provides a 12-month warranty for the system and a 24-month warranty for the metal frame structure.
 - ◊ Adaptation and installation of a conveyor-type automatic loading and unloading system on DFV model semi-trailers.

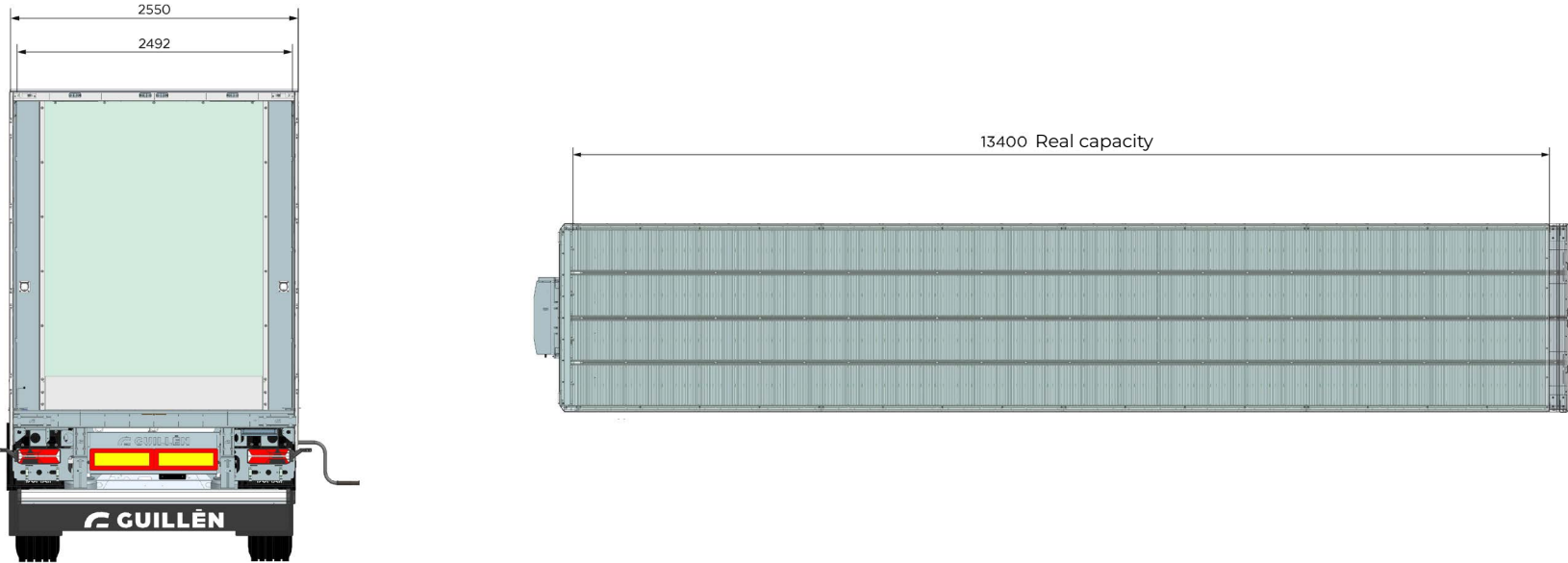


DFV STANDARD

TECHNICAL SPECIFICATIONS

Approx. total weight (±3%)	7.350 Kg	Fifth wheel height	1.050/1250 mm
Mass máx. King-pin	14.000/14.000 Kg	Max. internal height	2.750 mm
Max. axle group load	24.000/27.000 Kg	Max. internal length	13.620 mm
Max. gross weight	38.000/41.000 Kg	Vehicle height	4.035 mm
Payload (permissible/technical)	30.560 /33.560 Kg	Max. internal width	2.480 mm

In accordance with EU Regulation 1230/2012



AUTOMATIC LOADING

TECHNICAL SPECIFICATIONS

Approx. total weight (±3%)	7.350 Kg	Fifth wheel height	1.050/1250 mm
Mass máx. King-pin	14.000/14.000 Kg	Max. internal height	2.550 mm
Max. axle group load	24.000/27.000 Kg	Max. internal length	13.620 mm
Max. gross weight	38.000/41.000 Kg	Vehicle height	4.060 mm
Payload (permissible/technical)	31.125 /34.125 Kg	Max. internal width	2.850 mm

In accordance with EU Regulation 1230/2012

WEB GUILLÉN



Procesos de producción y
materiales respetuosos
con el medio ambiente.



THE **STRENGTH**
OF A **GROUP**

THE BEST **SOLUTIONS**
FOR **LOGISTICS**

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GO **FURTHER**

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SLOGAN

“Beyond, go Further”