



Body tippers

BigBody



BB 22-GB

THE BENEFITS OF AN EU TYPE APPROVAL

All Krampe trailers have in principle the EU type-approval. Thereby the vehicles can be registered in the entire European community.

A consistent quality management is necessary for the EU type-approval. It assures that the vehicles meet the highest EU quality and safety standards.

All processes and manufacturing routines at Krampe are standardised and certified.

As one of a few manufacturers of transport technology, Krampe got the EU type-approval end of 2021.



1

2

3

4

5

Light and visibility kit

High-quality 3-chamber LED rear lights with impact-resistant housing and marker lights all around ensure a good visibility.

Flexible underride guard

A new bolted rear underride guard generation is available in different versions, tested and homologated according to the latest EU regulation.

Stop safely

The brake system of our vehicles is intensively tested during test drives and approved according to the latest EU directives. Safety first!

Clean construction

The brake cylinders are mounted in a protective way above the axle, even in case of BPW steering axles. Automatic slack adjusters reduce the maintenance.

Carefree registration

Type-approved vehicles are delivered with the COC documents and separated type plates for the body and the chassis to ensure a carefree Europe-wide registration.

7 GOOD REASONS FOR BUYING KRAMPE

QUALITY ON WHEELS

is the guiding principle of our company that has made us what we are today: Since many years Germany's uncontested market leader of tractor-pulled body tippers as well as halfpipe trailers. Many other innovative and successful products have been added in the last few years.

LABELLED AS VALUABLE

Our vehicles offer an outstanding reliability and durability. The high resale value tells its own tale.

LIGHT-FOOTED BUT VERY STABLE

Well-conceived designs and the use of high-tensile steels as well as aluminium reduce the empty weight.

EVERYTHING FITS

You will receive a customised trailer from us, tailored to your specific needs. We build (almost) everything!

TOP QUALITY

Only the best components and aggregates are used for our vehicles.

NOTHING REMAINS AS IT HAS BEEN

Many innovations from Krampe belong to the international standards. Thanks to the EU type-approval, we already satisfy the requirements of tomorrow.

MADE IN GERMANY

We remain loyal to German production.

BB BigBody
Tandem/ Tridem

6-11

DA Drawbar trailers
Roadrunner
Exchangeable systems

12-15

Running gears, chassis, extensions etc. 16-30

Tyres

31

Krampe

The name Krampe stands for high quality and reliability.

The production site is situated in the Münsterland: Sales department, construction and manufacturing, all under one roof. Short ways enable a quick exchange of ideas and experiences. The company Krampe regards itself as niche-manufacturer and not volume manufacturer. It doesn't want to offer a giant product range but relies on its core competences.

A distinction is made between two product groups: On one hand the standardised Carrier range, on the other hand the individual vehicle construction. Both are based on an ingenious modular construction system. Vehicles according to customers' wishes, specifications and requirements are built here and tailored to any intended application.

The Krampe team is always in contact with the distributors and users. The gained knowledge flows quickly and without labourious bureaucracy in the products. Therefore practice-oriented vehicles are built which have made their proofs in rough everyday use again and again and brave successfully the most unfavourable operations.

Benefit from almost four decades of experience in the construction of high-quality vehicles and convince yourself of the extreme robust and well thought out earth-moving tippers!

Trust the company Krampe: In the family-owned company, we discuss on equal footing. There is still a handshake mentality, we practice values and this in the fourth generation!

MADE IN GERMANY

ADVANTAGES AT A GLANCE



LESS IS MORE

This is the case especially when it comes to the low weight of your trailer because every empty weight ton is expensive! For many years, Krampe has been manufacturing weight-optimised trailers made of high-quality steels.

GOOD HITCH DEVICES

Drawbars are available in rigid, height-adjustable versions, with rubber or hydraulic suspension. Your chassis as required: With parabolic springs, pneumatic suspension or axles with hydraulic compensation; and steering also, of course! Who offers more?

FOLDED METAL SHEETS

The Big Body tipper realises a maximum of transport volume. Optimum rigidity is achieved by using folded body sheets. At the same time, this means fewer weld seams and cavities. The conical body facilitates the slipping of the load.

MADE IN ONE PIECE

The lateral sidewalls and the floor sheet are made in one piece and are completely even inside. The massive belly belt (there are two on the Tridem trailers) leads the forces involved during tipping from the bottom group to the top frame.

VARIABLE

The lateral mudguards are bolted and adjustable in width by swivelling. Due to the very steep angle, no load remains lying. A typical Krampe innovation which is protected as registered design.

ROBUST

The top frame is made of solid rectangular tube 100 x 80 x 5 mm. A completely smooth tipper end part withstanding a lot. All components are welded waterproof all around.

LARGE TAILGATE

The standard hydraulic rear tailgate is fully developed and „rape-tight“. The rear tailgate cylinders with integrated locking valve with load safety valve maintain the closing pressure permanently constant.

BIG BODIES FOR BIG TASKS

Due to its enormous transport volume and excellent driving characteristics, our Tandem body tipper has become a universal vehicle built in very large numbers.

Krampe is not a volume manufacturer but rather a niche-manufacturer, so many unique vehicles are created which are especially manufactured according to customers' wishes. In case of the individual construction, the customer can compile his body tipper from a wealth of equipment variants, dimensions and colours.

But decades of experience also show that there are especially popular vehicle configurations meeting the needs of many customers. On this basis, Krampe a separate range, there are vehicles with high-quality and defined equipment, the so-called Carrier range.

The advantages of a standardised manufacturing have a positive effect on availability and sales price.



Your advantages at a glance

IT WITHSTANDS A LOT!

The technical payload amounts up to 22 t and the permissible GVWR to 16 - 24 t at 40 km/h depending on the model.

REALLY ECONOMICAL

The largest Tandem body tipper can transport up to 44.5 m³. Different extensions and cover systems are available.

STABLE

From the model BigBody 650 upwards, the tandem body tipper is equipped with a hydraulic rear axle support as standard. For the version with pneumatic running gear, the chassis automatically lowers on the rear axle during tipping. In case of a hydraulic running gear, two pushbutton valves block the oil flow between the support cylinders.

MORE THAN THIRTY YEARS EXPERIENCE

The BigBody range has meanwhile proven itself thousand times and impresses with its attractively simple design and high reliability. The excellent resale value speaks volumes.

BIG BOOTS

Our vehicles are characterised by a low platform height and a low centre of gravity. The springs are generally mounted on the axles in order to guarantee a high ground clearance.

LOW TRAILER

Our trailers roll up on BPW axles. Hardly any other manufacturer offers so much running gear and tyre variants, the latter achieve up to a dimension of 30.5" for the large body tipper models.

UNBEATABLE DRIVING COMFORT

This as well as increased road safety is offered through the pneumatic suspension which is standard on the BigBody 790 and optional from the BigBody 650 onwards. Let you be inspired by the stable running gears developed by Krampe.

IT MOVES SOMETHING AWAY

When the engine powers of standard tractors are approaching the 500 hp mark, then it is time to think about a larger body tipper. However, the extra power has always to be exploited and implemented in a useful way. Krampe faces this challenge and develops for the new large tractors performant trailers meeting the requirements of the agricultural contractors and large-scale farmers.

In combination with the new, modern tractors, these payload giants can really show what they are capable of, as the crop has to be moved over ever longer distances in the shortest possible time. By means of a Krampe tipper, these tasks can be solved reliably and efficiently.

Operators have known this for a long time: A Tridem trailer is not a Tandem trailer with a third axle. A Tridem trailer possesses other different driving characteristics. Let our trained staff advise you comprehensively!



Your advantages at a glance

THE GOING GETS TOUGH

Huge masses can be transported by tippers up to 9.80 m long. The largest Tridem tipper carries up to 54.4 m³ and has a permissible GVWR of 34 t at 40 km/h. Technically developed and proven running gears ensure smooth and safe driving behaviour in the fields and on the road.

A GOOD PERFORMANCE ON TERRAIN

Large axle compensation and an excellent offroad capability result from a hydraulic or pneumatic running gear. Hereby a constant wheel pressure with an ideal ground following and a low traction power requirement are being realised. The BigBody 980 has a pneumatic suspension as standard.

TRIDEM STEERED

Tridem trailers are equipped with two steering axles as standard. Usual caster steering axles can lead to unstable driving behaviour when driving fast on roads or on sloping terrains. We therefore recommend the use of forced-steering axles.

WELL MANOEUVRED

A Tridem can only be pushed straight backwards with locked axles. It runs practically „on rails“. If driving along curves cannot be avoided, we recommend the use of a hydraulic forced steering which actively steers during manoeuvring backwards. An electronically controlled forced steering is also available as option. Here, different programmes can be selected in the „field or road mode“.

STABLE

All Tridem body tippers have a track width of 2.15 m. The front and rear axle are designed as steering axle as standard. The brake cylinders are fitted on top of the BPW axles. The high ground clearance enables trouble-free operations even on difficult terrains.

IT WITHSTANDS A LOT OF!

The sidewalls and the floor sheet are made of one piece. Two belly belts provide the Tridem trailer an increased stability and prevent the long body from cambering.

BB 800

BB 900

BB 980



Your advantages at a glance

GAPLESS

The lateral, pendulum mounted side-walls are made grain-proof over their entire length by a pressure lip and are reliably kept tight in the lower area by means of a hydraulic pressing system with a top dead centre locking system. The conventional closing hooks have long been obsolete for us.

WELL THOUGHT OUT

All two-way tippers are equipped with middle stanchions and a hydraulic opening rear tailgate as standard. A typical Krampe innovation! Due to the frame construction, the firmly welded middle stanchion and the continuous top frame, the bodies are extremely stable and torsion-resistant. An enormous advantage especially in case of uneven load or very long bodies.

FLEXIBLY EQUIPPED

Almost all equipment variants of the body tippers can be taken over for the two-way tippers: running gears, foldable or firmly mounted silage extensions made of steel or aluminium, different front parts, cover systems and augers. This results in a wide range of possibilities for each field of application.

A CLEAN SOLUTION

Advantageous: The BigBody two-way tippers have less movable parts, joints or cracks as three-way tippers what enormously facilitates the cleaning. The two-way tippers are lighter as the three-way ones. Benefit from the thought out construction and our longstanding experience.

LARGE RANGE

The Big Body two-way tippers are available with body lengths of 5.50 m up to 9 m. The two-way tipper can be tipped to the rear or the left as standard. Tipping on the right side is available upon request.

LOW SPACE REQUIREMENT

Many two-way tippers are meanwhile being equipped with a pneumatic suspension. For the version with rigid axles, 30.5" tyres can be used and in case of steering axles with a track width of 2.15 m, 26.5" tyres without having the body standing unnecessarily high.

TWICE AS GOOD.

Laterally tipping body tippers combine the robustness of a rear tipper with the flexibility of a side tipper. Sometimes buildings don't grow so quickly as plants. Especially in low halls, the side tipper is the ideal solution.

BB 550 S

BB 600 S

BB 650 S

BB 700 S

BB 750 S

BB 800 S

BB 900 S



MORE VOLUME WITH HIGH MANOEUVRABILITY

In the case of the DA Roadrunner drawbar trailer, Krampe combines the proven BigBody tipper with a semitrailer chassis equipped with the transport bogie (Dolly). This vehicle type offers an enormous manoeuvrability associated to very good driving characteristics and moreover manoeuvring is easy as pie. A really alternative to a tractor with two 18 t turntable trailers.



Your advantages at a glance

SAFE AND COMFORTABLE

The standard pneumatic suspension assures a smooth and safe driving behaviour. Due to the high-quality running gear with cranked two-bladed pull rods and the large air bellows, lateral rolling motions are minimised.

2 IN 1

The transport volume of up to 47 m³ corresponds to the volume of two 18 t trailers with turntable.

SAFELY AROUND THE CORNER

The vehicle is extremely manoeuvrable and directionally stable. The Roadrunner is equipped as standard with a caster steering axle. Our customers are enthused!

DIRECTIONALLY STABLE

Lateral forces having an effect on the rear axle of the tractor are being significantly reduced in comparison with a Tridem trailer, i.e. that the traction unit is not being pushed out of the curve.

WISH LIST

The Roadrunner is available as rear or two-way tipper. Low pressure tyres up to 26.5" can be mounted on both rear axles. Many further proven options are available for selection.

EQUIPMENT DIVERSITY

Almost all equipment variants of the body tippers can be taken over for the Roadrunner: Foldable or firmly mounted silage extensions, different front parts, cover systems and augers.

FLEXIBILITY²

The Krampe exchangeable system offers you even more flexibility. Not only BigBody tippers or two-way tippers can be mounted on the proven and significantly manoeuvrable drawbar trailer chassis. It is also possible to alternately mount a delivery tank on the chassis.

Within the shortest time, your trailer becomes a delivery tank for slurry. This enables you to use your vehicle more flexibly and efficiently and to transport economically depending on the seasons.



The advantages of a delivery tank

HIGH VOLUME

The delivery tank offers an extraordinary high volume of approx. 26,000 litres.

QUICK EXCHANGE

The structures for liquid and firm transport goods can quickly and simply be exchanged and are fixed with twist locks.

FLEXIBLE USE

According to needs, the exchange system is available with or without pump unit „Wittrock GP 6“.

PROVEN SYSTEM

The rotary pump enables a quick filling with an output of 6 m³/min. Hereby, the Wittrock GP 6 system guarantees a reliable foreign body separation.

PROTECTIVE COATING

The high-quality painting and coating (outside: KTL and powder-coating, inside: Ceram Kote) guarantees an optimum corrosion protection and surpassing durability.

Running gear

THE RUNNING GEAR PLAYS A SUPPORTING ROLE.

THE RUNNING GEAR IS

- what you don't really see
- what includes the most Krampe know-how
- what is the most expensive vehicle component
- what good driving characteristics depend on
- what makes your Krampe different from other tippers
- what you bitterly regret later in case of a mispurchase

During the past few years, our engineers at Krampe have done much development works. Our running gears are not bog-standard components, but are individually adapted to the desired application. We offer you an extremely comprehensive program of drawbars, running gears and tyres. Let us advise you comprehensively. Almost all trailers can also be homologated for different speeds.



-inside

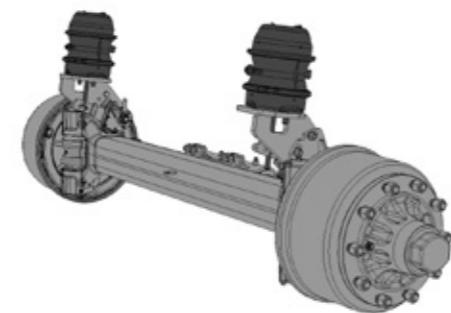
40

according to EU
type-approval (VO)
167/2013

60

with individual
homologation

80

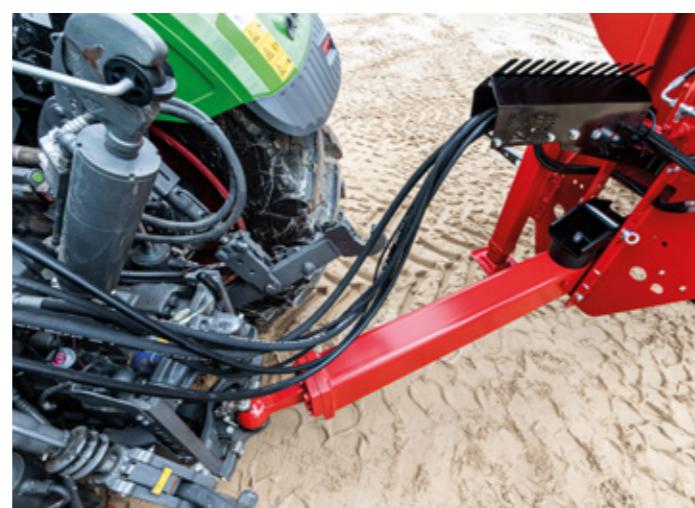


BPW steering axle with **overhead brake cylinders**. Conceived by us, made for us. This innovation is only available by Krampe!



ADJUSTABLE COLLISION PROTECTOR

The adjustable collision protector (for version with mechanical forced steering) enables an individual adjustment to your tractor.



The narrow drawbar design ensures an especially narrow manoeuvring angle. The towing height can be adjusted almost continuously on the vehicles with low hitch position.



The height-adjustable drawbar is available with rubber silent blocks or with hydraulic cylinders. A retrofitting is thus possible for some vehicles.



An independent oil supply driven by a P.T.O. shaft or an hydraulic motor is available upon request.



The hose holder ensures order and is easily adjustable in length and height.



Pressure can be applied to the forced steering by the hand pump. The manometers are intended to control the pressure.

RUNNING GEAR DETAILS FOR PROFESSIONALS



For the Tandem trailers BigBody 500/ 540, we use 20 t parabolic springs. Note the high ground clearance.



For the larger Tandem models, 24 - 32 t parabolic springs with trailing arms (dynamic compensation) and a wheelbase of 1.36 - 1.55 m are mounted.



Telescopic rams are equipped with a gimbal and a lock valve. Cross bracings and large-sized crossbeams ensure the necessary stiffness in the chassis.



The foldable underride guard is adjustable in height without the need of tools.



Pneumatic running gears are becoming more and more popular and are partly already offered as standard. The cranked two-bladed pull rods with the large air bellows ensure an excellent engine smoothness and a stable driving behaviour. By venting the air bellows, the vehicle automatically lowers during tipping and increases thus the stability.



The short film „Beer Buddy“ shows on a humorous way the excellent driving behaviour of the pneumatic suspension.



At the rear hydraulic axle support, two hydraulic cylinders automatically extend during tipping and support themselves on the rear axle. Advantage: Not any negative tongue load during tipping i.e. the rear axle of the traction unit is not being lifted.



The massive tipping bearings are equipped with a continuous 40 mm bolt and are mounted backlash-free in a brass bush. This runs for more than 35 years trouble-free (BigBody 650 up to BigBody 790).



The wide spring centre increases the stability on terrain, especially on the vehicles with a high centre of gravity.



Almost no other manufacturer has so much experience in the construction of running gears as Krampe. The standard protection tubes protect the double chromed piston rods against stone impacts.



The hydraulic wheel drive ensures more thrust in terrain and is appreciated in case of severe weather conditions.



Combined brake systems are available for exportation (air oil brake).

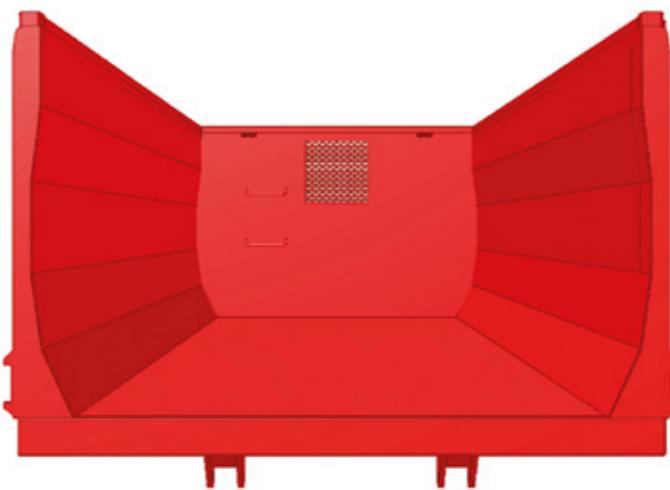


All greasing points are automatically supplied with grease through the central lubrication available as option.

BODY TIPPERS FOR ETERNITY.



Made in Germany: All vehicles are manufactured at the Coesfeld plant. Here we rely on a combination of many years of experience of our colleagues in the vehicle construction paired with the innovative manufacturing possibilities on modern robot welding systems. This guarantees customised solutions and a constant high-quality of the products.

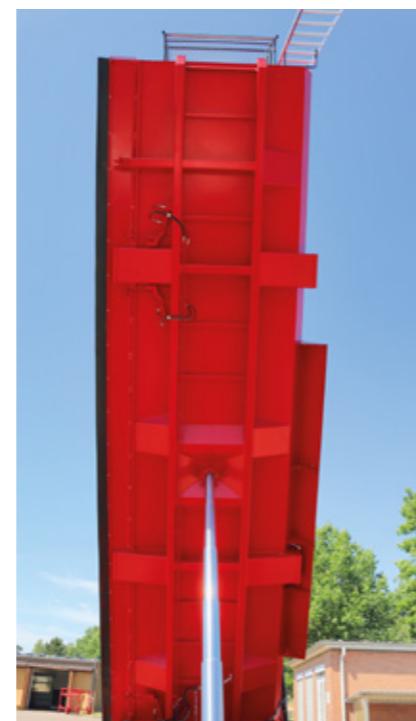


Smooth as glass and conical

The sidewalls are made in one piece, also the floor sheet consists of only one sheet plate. The inside surface is smooth as glass, the conical body is 10 cm wider at rear and facilitates the slipping of adhering loads.

Waterproof

The bottom group is heavily ribbed from below. The body beams are made of rectangular tubes 200 x 100 mm (even inside surfaces). The braces under the body as well as the central and end stanchions are welded all around against corrosion.



TAKE A CHANCE ON A LARGE TAILGATE.



Rear view with chute and discharging spout, rotatable trailer coupling, air and oil connections at rear, protective grid for rear lights and position lights.

A typical innovation made in Krampe is the automatic pressing system of the rear tailgate by lateral self-adjusting locking hooks. This construction has prevailed also by almost all other market competitors. The lever for the discharge outlet can either be mounted on the left or right. All detailed solutions base on our decade-long experience and much practical know-how in vehicle construction.

The double-acting cylinders are retracted when the rear tailgate is closed, the piston rods are therefore protected. The cylinders are equipped with an automatic locking block valve and an additional load safety valve, this provides a reliable seal of the rear tailgate.



The lateral closing hooks press reliably the rear tailgate.



A discharge sheet can facilitate the discharging e.g. of potatoes into a hopper.



A high-quality LED lighting system belongs to the standard. The rear lights have a particularly impact-resistant lens.



The rear tailgate with a 45° discharge slant is self-cleaning. The discharge outlet runs in plastic guides. Solidly made.

WELL EQUIPPED.

By using silage extensions of different heights, it is possible without problems to increase the transport volume of the vehicles. Nevertheless a moderate transfer height and a good view can be guaranteed thanks to the folding mechanism and windows.



Silage extensions are available as steel silage extensions with a construction height of 60 or 80 cm.



The combination of side-folding (available for the right and the left) and front-folding extensions (for the 80 cm ones) offers an increased volume, a variable transfer height and a good visibility.



The BigBody tipper is also available as low model with a body height of 1 m for a low transfer height.



The aluminium extensions are 40 cm high and particularly light.



The inspection window facilitates the view on the load. The practical working platform can be retrofitted.



A 20 cm high firmly welded top frame ensures a higher transport volume.

In the coming years, many countries will make load securing compulsory, for example silage must not spill onto road. Covering will be then necessary for every tour.



Roll-up tarp

The roll-up tarp is a proven solution for short tippers.



Roll-over tarp on silage extensions

But the use of a roll-over tarp is also possible on silage extensions without problems.



For the professionals: The hydraulically folding cover.

WELL PROTECTED.

The handling of tarps is unfortunately not always easy especially in case of very long bodies. Our technicians were successful in offering a suitable solution for every case of need and wallet.



Roll-over tarp

The roll-over tarp can directly be fastened on the base body.



VBK cover

The lateral folding cover enables a quick load compartment covering.



Flex cover with net cover.



Flex cover with net cover.



Augers with lateral unloading and performances from 20 up to 350 t/h.



YouTube



What to consider when buying a tipper?

Which kind of tractor is used?

You will find a clue to the correct assignment of tractor unit and trailer (traction power requirement) in the following tables.

Which requirements does the tractor have pertaining to the trailer?

We offer a variety of hitch rings, heights and drawbars. You find a selection on page 16.

Which loads are mainly moved?

You may gather an optimum volume in relation to the payload in the data sheets on pages 26 - 30.

Which speeds are available?

Please pay attention to the matrix on the opposite page.

Which driving characteristics should the tipper have - field and/or road?

For short routes and low speeds, the standard parabolic springs are ideally suited. For longer, rough routes and high speeds, the pneumatic suspension offers many advantages, the driving safety but especially the driving comfort are increased. In order to minimise the tyre wear and therefore the costs, the choice of the correct tyres and running gear configuration are decisive. You find a large choice of tyres at the end of this brochure.

What is the range of applications?

We offer vehicle systems for the agriculture and forestry sector but also for commercial transport of goods. With the corresponding load securing, of course.

We are at your disposal for a consultation!

RUNNING GEAR	CONST- RUCTION GROUP	BigBody 460	BigBody 500	BigBody 540	BigBody 550	BigBody 600	BigBody 640	BigBody 650	BigBody 700	BigBody 740	BigBody 750	BigBody 790	BigBody 800	BigBody 900	BigBody 980																																					
		Carrier range	S S X X X X X X X X X X X X X	Individual constr.	S S S X X X X X X X X X X X X X	Carrier range	X X S S S S S S S S S S S S S	Individual constr.	O O O S S S S S S S S S S S S S	All types	S S S S S S S S S S S S S S S S S	All types	S S S S S S S S S S S S S S S S S	Individual constr.	O O O O X O O O O O O O O O O	Individual constr.	B B B B B X B X X X X X X X X	All types	S S S S S S S S S S S S S S S S S	All types	S S S S S S S S S S S S S S S S S	Carrier range	X X X X X X X X S S S S S S X X X	Individual constr.	X X X B B X O O O O S O O S	Individual constr.	X X X B B X B O O O O O O O O O	Carrier range	X X X X X X X S S S S S S X X X	Individual constr.	X X X O O X O O O O O O O S S S																					
Rigid high hitch position, 40 mm drawbar eye, 3-fold height-adjustable	Carrier range	S S X X X X X X X X X X X X X	Rigid high hitch position, 40 mm drawbar eye, 3-fold height-adjustable	Individual constr.	S S S X X X X X X X X X X X X X	Suspended, height-adjustable low hitch position with rubber silent blocks	Carrier range	X X S S S S S S S S S S S S S	Suspended, height-adjustable low hitch position with rubber silent blocks	Individual constr.	O O O S S S S S S S S S S S S S	Hydraulic support foot, 6/2 way valve, combination support foot <> rear tailgate	All types	S S S S S S S S S S S S S S S S S	All types	S S S S S S S S S S S S S S S S S	40 km/h homologation with EU type approval	Carrier range	X X X X X X X X S S S S S S X X X	60 km/h version with individual approval (observe permissible tongue load)	Individual constr.	X X X B B X O O O O O O O O O	80 km/h version with individual approval (observe permissible tongue load)	Individual constr.	B B B B B X B X X X X X X X X	LED lighting system, yellow side marker lamps, rear position lights	All types	S S S S S S S S S S S S S S S S S	Compressed air brake with dual-line system, ALB valve, 10 studs BPW axles with ASA	All types	S S S S S S S S S S S S S S S S S	Trailer coupling with locking pin or rear automatic trailer coupling	All types	O O O O O O O O O O O O O O O O	Air and oil connections, 7-pole socket at vehicle rear	All types	O O O O O O O O O O O O O O O O	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Carrier range	X X X X X X X X S S S S S S X X X	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Individual constr.	X X X B B X O O O O O O O O O S	Hydraulic running gear, protective tubes for piston rods against stone impacts	Individual constr.	X X X B B X B O O O O O O O O O	BPW steering axle (hydraulic forced steering against surcharge)	Carrier range	X X X X X X X S S S S S S X X X	BPW steering axle(s) (hydraulic forced steering against surcharge)	Individual constr.	X X X O O X O O O O O O O S S S
40 km/h homologation with EU type approval	Carrier range	X X S S S S S S S S S S S S S	60 km/h version with individual approval (observe permissible tongue load)	Individual constr.	O O O O O O O O O O O O O O O O	80 km/h version with individual approval (observe permissible tongue load)	Individual constr.	B B B B B X B X X X X X X X X	LED lighting system, yellow side marker lamps, rear position lights	All types	S S S S S S S S S S S S S S S S S	Compressed air brake with dual-line system, ALB valve, 10 studs BPW axles with ASA	All types	S S S S S S S S S S S S S S S S S	Trailer coupling with locking pin or rear automatic trailer coupling	All types	O O O O O O O O O O O O O O O O	Air and oil connections, 7-pole socket at vehicle rear	All types	O O O O O O O O O O O O O O O O	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Carrier range	X X X X X X X X S S S S S S X X X	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Individual constr.	X X X B B X O O O O O O O O O S	Hydraulic running gear, protective tubes for piston rods against stone impacts	Individual constr.	X X X B B X B O O O O O O O O O	BPW steering axle (hydraulic forced steering against surcharge)	Carrier range	X X X X X X X S S S S S S X X X	BPW steering axle(s) (hydraulic forced steering against surcharge)	Individual constr.	X X X O O X O O O O O O O S S S																	
60 km/h version with individual approval (observe permissible tongue load)	Carrier range	X X S S S S S S S S S S S S S	80 km/h version with individual approval (observe permissible tongue load)	Individual constr.	B B B B B X B X X X X X X X X	LED lighting system, yellow side marker lamps, rear position lights	All types	S S S S S S S S S S S S S S S S S	Compressed air brake with dual-line system, ALB valve, 10 studs BPW axles with ASA	All types	S S S S S S S S S S S S S S S S S	Trailer coupling with locking pin or rear automatic trailer coupling	All types	O O O O O O O O O O O O O O O O	Air and oil connections, 7-pole socket at vehicle rear	All types	O O O O O O O O O O O O O O O O	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Carrier range	X X X X X X X X S S S S S S X X X	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Individual constr.	X X X B B X O O O O O O O O O S	Hydraulic running gear, protective tubes for piston rods against stone impacts	Individual constr.	X X X B B X B O O O O O O O O O	BPW steering axle (hydraulic forced steering against surcharge)	Carrier range	X X X X X X X S S S S S S X X X	BPW steering axle(s) (hydraulic forced steering against surcharge)	Individual constr.	X X X O O X O O O O O O O S S S																				
80 km/h version with individual approval (observe permissible tongue load)	Carrier range	X X S S S S S S S S S S S S S	LED lighting system, yellow side marker lamps, rear position lights	All types	S S S S S S S S S S S S S S S S S	Compressed air brake with dual-line system, ALB valve, 10 studs BPW axles with ASA	All types	S S S S S S S S S S S S S S S S S	Trailer coupling with locking pin or rear automatic trailer coupling	All types	O O O O O O O O O O O O O O O O	Air and oil connections, 7-pole socket at vehicle rear	All types	O O O O O O O O O O O O O O O O	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Carrier range	X X X X X X X X S S S S S S X X X	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Individual constr.	X X X B B X O O O O O O O O O S	Hydraulic running gear, protective tubes for piston rods against stone impacts	Individual constr.	X X X B B X B O O O O O O O O O	BPW steering axle (hydraulic forced steering against surcharge)	Carrier range	X X X X X X X S S S S S S X X X	BPW steering axle(s) (hydraulic forced steering against surcharge)	Individual constr.	X X X O O X O O O O O O O S S S																							
LED lighting system, yellow side marker lamps, rear position lights	All types	S S S S S S S S S S S S S S S S S	Compressed air brake with dual-line system, ALB valve, 10 studs BPW axles with ASA	All types	S S S S S S S S S S S S S S S S S	Trailer coupling with locking pin or rear automatic trailer coupling	All types	O O O O O O O O O O O O O O O O	Air and oil connections, 7-pole socket at vehicle rear	All types	O O O O O O O O O O O O O O O O	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Carrier range	X X X X X X X X S S S S S S X X X	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Individual constr.	X X X B B X O O O O O O O O O S	Hydraulic running gear, protective tubes for piston rods against stone impacts	Individual constr.	X X X B B X B O O O O O O O O O	BPW steering axle (hydraulic forced steering against surcharge)	Carrier range	X X X X X X X S S S S S S X X X	BPW steering axle(s) (hydraulic forced steering against surcharge)	Individual constr.	X X X O O X O O O O O O O S S S																										
Compressed air brake with dual-line system, ALB valve, 10 studs BPW axles with ASA	All types	S S S S S S S S S S S S S S S S S	Trailer coupling with locking pin or rear automatic trailer coupling	All types	O O O O O O O O O O O O O O O O	Air and oil connections, 7-pole socket at vehicle rear	All types	O O O O O O O O O O O O O O O O	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Carrier range	X X X X X X X X S S S S S S X X X	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Individual constr.	X X X B B X O O O O O O O O O S	Hydraulic running gear, protective tubes for piston rods against stone impacts	Individual constr.	X X X B B X B O O O O O O O O O	BPW steering axle (hydraulic forced steering against surcharge)	Carrier range	X X X X X X X S S S S S S X X X	BPW steering axle(s) (hydraulic forced steering against surcharge)	Individual constr.	X X X O O X O O O O O O O S S S																													
Trailer coupling with locking pin or rear automatic trailer coupling	All types	O O O O O O O O O O O O O O O O	Air and oil connections, 7-pole socket at vehicle rear	All types	O O O O O O O O O O O O O O O O	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Carrier range	X X X X X X X X S S S S S S X X X	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Individual constr.	X X X B B X O O O O O O O O O S	Hydraulic running gear, protective tubes for piston rods against stone impacts	Individual constr.	X X X B B X B O O O O O O O O O	BPW steering axle (hydraulic forced steering against surcharge)	Carrier range	X X X X X X X S S S S S S X X X	BPW steering axle(s) (hydraulic forced steering against surcharge)	Individual constr.	X X X O O X O O O O O O O S S S																																
Air and oil connections, 7-pole socket at vehicle rear	All types	O O O O O O O O O O O O O O O O	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Carrier range	X X X X X X X X S S S S S S X X X	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Individual constr.	X X X B B X O O O O O O O O O S	Hydraulic running gear, protective tubes for piston rods against stone impacts	Individual constr.	X X X B B X B O O O O O O O O O	BPW steering axle (hydraulic forced steering against surcharge)	Carrier range	X X X X X X X S S S S S S X X X	BPW steering axle(s) (hydraulic forced steering against surcharge)	Individual constr.	X X X O O X O O O O O O O S S S																																			
Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Carrier range	X X X X X X X X S S S S S S X X X	Running gear with pneumatic suspension, cranked two-bladed pull rods, large air bellows	Individual constr.	X X X B B X O O O O O O O O O S	Hydraulic running gear, protective tubes for piston rods against stone impacts	Individual constr.	X X X B B X B O O O O O O O O O	BPW steering axle (hydraulic forced steering against surcharge)	Carrier range	X X X X X X X S S S S S S X X X	BPW steering axle(s) (hydraulic forced steering against surcharge)	Individual constr.	X X X O O X O O O O O O O S S S																																						
Hydraulic running gear, protective tubes for piston rods against stone impacts	Individual constr.	X X X B B X B O O O O O O O O O	BPW steering axle (hydraulic forced steering against surcharge)	Carrier range	X X X X X X X S S S S S S X X X	BPW steering axle(s) (hydraulic forced steering against surcharge)	Individual constr.	X X X O O X O O O O O O O S S S																																												

S = Standard

O = Surcharge

B = Upon request / consultation necessary

x = Not available

* Info: Purely hydraulic brakes or combined brake cylinders are available but a EU type

** Not available

CARRIER ✓

STRONG. PRACTICAL. GOOD.

The longstanding experience has shown that there are particularly popular trailer configurations corresponding to the needs of many customers. On this basis, Krampe has manufactured, in a standard range, vehicles with high-quality and firmly defined equipment.

The advantages of the standardised manufacturing of the Carrier range have a positive effect on availability and sales price. Ask your distributor!

Tandem body tippers											
Model	BigBody 460	BigBody 500	BigBody 540	BigBody 550	BigBody 600	BigBody 640	BigBody 650	BigBody 700	BigBody 740	BigBody 750	BigBody 790
Perm. GVWR	16 t/40 km/h	19 t/40 km/h	19 t/40 km/h	21 t/40 km/h	21 t/40 km/h	22 t/40 km/h	22 t/40 km/h	24 t/40 km/h ¹			
Payload acc. to German traffic road regulations*	approx. 12.1 t	approx. 14.9 t	approx. 14.3 t	approx. 15.7 t	approx. 15.2 t	approx. 16.0 t	approx. 15.5 t	approx. 16.8 t	approx. 16.7 t	approx. 16.7 t	approx. 16.6 t
Technical payload	approx. 14.0 t	approx. 14.9 t	approx. 14.8 t	approx. 20.0 t	approx. 20.0 t	approx. 20.5 t	approx. 21.0 t	approx. 22.0 t	approx. 22.0 t	approx. 22.0 t	approx. 22.0 t
Empty weight*	approx. 3.9 t	approx. 4.1 t	approx. 4.7 t	approx. 5.3 t	approx. 5.8 t	approx. 6.0 t	approx. 6.5 t	approx. 7.2 t	approx. 7.3 t	approx. 7.3 t	approx. 7.4 t
Perm. tongue load (max.)	2 t	2 t	2 t	3 t	3 t	4 t	4 t	4 t	4 t	4 t	4 t
Suspended drawbar	-	-	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Hitch height	95/101/106 cm	95/101/106 cm	55 up to 90 cm	55 up to 90 cm	55 up to 90 cm	55 up to 70 cm	55 up to 70 cm	55 up to 70 cm	55 up to 70 cm	55 up to 70 cm	55 up to 70 cm
Traction power requirement from	55 kW (75 PS)	59 kW (80 PS)	59 kW (80 PS)	74 kW (100 PS)	92 kW (125 PS)	102 kW (140 PS)	102 kW (140 PS)	125 kW (170 PS)	125 kW (170 PS)	132 kW (180 PS)	from 132 kW (180 PS)
Oil quantity/tipping angle	20 l/51°	20 l/51°	20 l/51°	26 l/51°	34 l/51°	34 l/51°	34 l/51°	41 l/49°	41 l/49°	44 l/49°	44 l/49°
Telescopic ram	4 stages	4 stages	4 stages	5 stages	5 stages	5 stages	5 stages	5 stages	5 stages	5 stages	5 stages
Lifting length	2,305 mm	2,305 mm	2,305 mm	1,805 mm	2,230 mm	2,230 mm	2,230 mm	2,780 mm	2,780 mm	3,025 mm	3,025 mm
Lifting capacity with pourable loads	approx. 14 t	approx. 16 t	approx. 15 t	approx. 20 t	approx. 22 t	approx. 21 t	approx. 21 t	approx. 23 t	approx. 23 t	approx. 23 t	approx. 23 t
Brake axles, carrying capacity at 40 km/h	each 10 t	each 13 t	each 13 t	each 13 t	each 13 t	each 13 t					
Axle cross section	120 mm	150 mm	150 mm	150 mm	150 mm	150 mm					
Track width with offset 0	1.95 m	2.15 m	2.15 m	2.15 m	2.15 m	2.15 m					
Max. permissible tyre diameter	1.25 m	1.25 m	1.25 m	1.27 m	1.27 m	1.38 m	1.38 m	1.50 m	1.50 m	1.50 m	1.50 m
Parabolic springs/ other	16 t = Standard	20 t = Standard	20 t = Standard	24 t = Standard	24 t = Standard	32 t = Standard	pneumatic suspension	pneumatic suspension	pneumatic suspension	pneumatic suspension	pneumatic suspension
Rear axle support	-	-	-	-	-	hydr./ standard	lowering	lowering	lowering	lowering	lowering
Dimensions in m											
Body inside dimensions (conical)	4.65x2.32/2.22x1.52	5.05x2.32/2.22x1.52	5.55x2.32/2.22x1.52	5.55x2.32/2.22x1.52	6.00x2.32/2.22x1.52	6.50x2.32/2.22x1.52	6.50x2.32/2.22x1.52	7.00x2.32/2.22x1.52	7.50x2.32/2.22x1.52	7.50x2.32/2.22x1.52	8.00x2.32/2.22x1.52
Transport volume without extensions	15.7 m ³	17.0 m ³	18.7 m ³	18.7 m ³	20.2 m ³	21.9 m ³	21.9 m ³	23.6 m ³	25.3 m ³	25.3 m ³	26.9 m ³
Transport volume with 40 cm extensions	19.8 m ³	21.4 m ³	23.7 m ³	23.7 m ³	25.5 m ³	27.6 m ³	27.6 m ³	29.8 m ³	31.9 m ³	31.9 m ³	33.9 m ³
Transport volume with 60 cm extensions	21.8 m ³	23.7 m ³	26.0 m ³	26.0 m ³	28.1 m ³	30.5 m ³	30.5 m ³	32.8 m ³	35.2 m ³	35.2 m ³	37.5 m ³
Transport volume with 80 cm extensions	-	-	-	-	-	33.3 m ³	33.3 m ³	35.9 m ³	38.5 m ³	38.5 m ³	41.0 m ³
Transport volume with extensions 80+20 cm	-	-	-	-	-	36.2 m ³	36.2 m ³	39.0 m ³	41.8 m ³	41.8 m ³	44.5 m ³
Overall height at 35°/51° tipping angle	5.18/5.80 m	5.50/6.20 m	5.65/6.40 m	5.73/6.50 m	6.00/6.85 m	6.15/7.05 m	6.41/7.36 m	6.66/7.71 m/49°	6.70/7.60 m/48°	7.06/7.96 m/49°	7.15/8.25 m/49°
Platform height, unloaded with tyres²	1.34 m	1.34 m	1.34 m	1.46 m	1.46 m	1.46 m	1.57 m	1.53 m	1.53 m	1.53 m	1.53 m
Tipping height at 35°/max. tipping angle (c)	560/60 R 22.5	560/60 R 22.5	560/60 R 22.5	560/60 R 22.5 m	560/60 R 22.5	560/60 R 22.5	600/55 R 26.5	600/55 R 26.5	600/55 R 26.5	600/55 R 26.5	600/55 R 26.5
Overall length (g)	1.15/1.12 m	1.15/1.12 m	1.00/0.92 m	1.18/1.10 m	1.18/1.10 m	1.04/0.95 m	1.30/1.20 m	1.20/1.01 m	1.06/0.86 m	1.20/1.01 m	1.01/0.95 m
Overall height without extensions (f)	2.86 m	2.86 m	2.86 m	2.96 m	2.96 m	2.96 m	3.11 m	3.07 m	3.07 m	3.07 m	3.07 m
Dimension middle drawbar eye - middle rear trailer coupling	6.00 m	6.41 m	6.84 m	6.90 m	7.40 m	7.64 m	7.87 m	8.38 m	8.41 m	8.80 m	9.10 m
Underneath chassis tubes (b)	0.91 m	0.91 m	0.91 m	0.93 m	0.93 m	0.93 m	1.02 m	0.98 m	0.98 m	0.98 m	0.98 m

* Empty weight and payload depend on the respective equipment

¹ 24 t perm. GVWR in Germany only with 1.81 m wheelbase, 10 t single-axle load possible.

² The empty weight is indicated with the listed tyres

Please find a technical drawing with the indicated dimensions on page 29.

Technical data without engagement, construction subject to changes





Technical data		Tandem tippers										Tridem tippers				
Model		BigBody 460	BigBody 500	BigBody 540	BigBody 550	BigBody 600	BigBody 640	BigBody 650	BigBody 700	BigBody 740	BigBody 750	BigBody 790	BigBody 800	BigBody 900	BigBody 980	
Perm. GVWR		16 t/40 km/h	19 t/40 km/h	19 t/40 km/h	21 t/40 km/h	21 t/40 km/h	22 t/40 km/h	22 t/40 km/h	24 t/40 km/h ¹	31 t(34 t)/40 km/h ²	31 t(34 t)/40 km/h ²	34.0 t/40 km/h ²				
Payload acc. to German traffic road regulations*		approx. 12.1 t	approx. 14.9 t	approx. 14.8 t	approx. 15.8 t	approx. 15.2 t	approx. 16.5 t	approx. 15.5 t	approx. 17.2 t	approx. 17.1 t	approx. 17.0 t	approx. 16.9 t	approx. 22.9 t(25.9 t)	approx. 22.7 t(25.7 t)	approx. 25.6 t	
Technical payload		approx. 14.0 t	approx. 14.9 t	approx. 14.8 t	approx. 21.0 t	approx. 20.0 t	approx. 20.5 t	approx. 21.0 t	approx. 22.0 t	approx. 22.0 t	approx. 22.0 t	approx. 22.0 t	approx. 28.0 t	approx. 28.0 t	approx. 28.0 t	
Empty weight*		approx. 3.9 t	approx. 4.1 t	approx. 4.2 t	approx. 5.2 t	approx. 5.8 t	approx. 5.5 t	approx. 6.5 t	approx. 6.8 - 7.6 t	approx. 6.9 - 7.9 t	approx. 7.0 - 8.0 t	approx. 7.1 - 8.3 t	approx. 8.1 - 9.7 t	approx. 8.3 - 10.2 t	approx. 8.4 - 10.5 t	
Permissible tongue load (max)		2.0 t	2.0 t	2.0 t	3.0 t	3.0 t	4.0 t	4.0 t	4.0 t							
Suspended drawbar		upon request	upon request	upon request	standard	standard	standard									
Towing height		95/101/106 cm 55 up to 85 cm ³	95/101/106 cm 55 up to 85 cm ³	95/101/106 cm 55 up to 85 cm ³	55 up to 90 cm	55 up to 90 cm	55 up to 70 cm	55 up to 70 cm	55 up to 70 cm							
Traction power requirement from		55 kW(75 PS)	59 kW(80 PS)	59 kW(80 PS)	74 kW(100 PS)	92 kW(125 PS)	102 kW(140 PS)	102 kW(140 PS)	125 kW(170 PS)	125 kW(170 PS)	132 kW(180 PS)	ab 132 kW(180 PS)	140 kW(190 PS)	140 kW(190 PS)	147 kW(200 PS)	
Oil quantity/tipping angle		20l/51°	20l/51°	20l/51°	26l/51°	34l/51°	34l/51°	41l/49°	41l/49°	44l/49°	44l/49°	60l/51°	60l/48°	64l/48°		
Telescopic ram		4 stages	4 stages	4 stages	5 stages	5 stages	5 stages	5 stages	5 stages	5 stages	5 stages	5 stages	5 stages	5 stages	5 stages	
Lifting length		2,305 mm	2,305 mm	2,305 mm	1,805 mm	2,230 mm	2,230 mm	2,780 mm	2,780 mm	3,025 mm	3,025 mm	3,225 mm	3,225 mm	3,425 mm		
Lifting capacity with pourable loads		approx. 14 t	approx. 16 t	approx. 15 t	approx. 20 t	approx. 22 t	approx. 21 t	approx. 21 t	approx. 23 t	approx. 23 t	approx. 23 t	approx. 29 t	approx. 28 t	approx. 30 t		
Brake axles, carrying capacity at 40 km/h**		each 10 t	each 10 t	each 10 t	each 10/13 t	each 10/13 t	each 10 t	each 13 t	each 13 t							
Axle cross section		120 mm	120 mm	120 mm	120/150 mm	120/150 mm	120 mm	150 mm	150 mm							
Track width with offset 0		1.95 m	1.95 m	1.95 m	1.95 m (2.15 m)	1.95 m	1.95 m (2.15 m)	1.95 m	1.95 m (2.15 m)	1.95 m	1.95 m (2.15 m)	1.95 m	2.15 m	2.15 m	2.15 m	
Max. permissible tyre diameter depending on axle wheelbase		1.25 m	1.25 m	1.25 m	1.27 m	1.27 m (1.38 m)	1.38 m	1.38 m	1.50 m	1.50 m	1.50 m	1.38 m (1.50 m)	1.38 m (1.50 m)	1.50 m		
Parabolic springs/ other		16 t = standard	20 t = standard	20 t = standard	24 t = standard	24 t = standard	32 t = standard	Pneumatic suspension	36 t = standard	36 t = standard	Pneumatic suspension					
Rear axle support		-	-	-	upon request	upon request	-	hydr./ standard	hydr./ standard	hydr./ standard	lowering	-	-	lowering		
Dimensions in m																
Body inside dimensions (conical)		4.65 x 2.32 / 2.22 x 1.52	5.05 x 2.32 / 2.22 x 1.52	5.55 x 2.32 / 2.22 x 1.52	5.55 x 2.32 / 2.22 x 1.52	6.00 x 2.32 / 2.22 x 1.52	6.50 x 2.32 / 2.22 x 1.52	7.00 x 2.32 / 2.22 x 1.52	7.50 x 2.32 / 2.22 x 1.52	7.50 x 2.32 / 2.22 x 1.52	8.00 x 2.32 / 2.22 x 1.52	8.00 x 2.32 / 2.22 x 1.52	9.00 x 2.32 / 2.22 x 1.52	9.80 x 2.32 / 2.22 x 1.52		
Transport volume without extensions		15.7 m ³	17.0 m ³	18.7 m ³	18.7 m ³	20.2 m ³	21.9 m ³	21.9 m ³	23.6 m ³	25.3 m ³	25.3 m ³	26.9 m ³	26.9 m ³	30.3 m ³	32.9 m ³	
Transport volume with 40 cm extensions		19.8 m ³	21.4 m ³	23.7 m ³	23.7 m ³	25.5 m ³	27.6 m ³	27.6 m ³	29.8 m ³	31.9 m ³	31.9 m ³	33.9 m ³	33.9 m ³	38.2 m ³	41.5 m ³	
Transport volume with 60 cm extensions		21.8 m ³	23.7 m ³	26.0 m ³	26.0 m ³	28.1 m ³	30.5 m ³	30.5 m ³	32.8 m ³	35.2 m ³	35.2 m ³	37.5 m ³	37.5 m ³	42.2 m ³	45.8 m ³	
Transport volume with 80 cm extensions		-	-	-	-	-	33.3 m ³	33.3 m ³	35.9 m ³	38.5 m ³	38.5 m ³	41.0 m ³	41.0 m ³	46.1 m ³	50.1 m ³	
Transport volume with extensions 80 + 20 cm		-	-	-	-	-	36.2 m ³	36.2 m ³	39.0 m ³	41.8 m ³	41.8 m ³	44.5 m ³	44.5 m ³	50.1 m ³	54.4 m ³	
Overall height at 35°/ 51° tipping angle (w)		5.18/5.80 m	5.50/6.20 m	5.65/6.40 m	5.73/6.50 m	6.00/6.85 m	6.15/7.05 m	6.41/7.36 m	6.70/7.75 m/49°	6.70/7.60 m/48°	7.10/8.00 m/49°	7.15/8.25 m/49°	7.20/8.45 m/51°	7.65/8.79 m/48°	7.95/9.21 m/48°	
Height with side tipper(ws)		-	-	-	4.06 m	4.06 m	-	4.20 m	4.20 m	-	4.20 m	-	4.20 m	4.20 m	-	
Platform height, unloaded (p)		1.34 m	1.34 m	1.34 m	1.46 m	1.46 m	1.46 m	1.57 m	1.57 m	1.57 m	1.57 m	1.53 m	1.57 m	1.57 m	1.53 m	
with tyres⁴		560/60-22.5	560/60-22.5	560/60-22.5	560/60 R 22.5	560/60 R 22.5	600/55 R 26.5	600/55 R 26.5	600/55 R 26.5							
Tipping height at 35% / max. tipping angle (c)		1.15/1.12 m	1.15/1.12 m	1.00/0.92 m	1.18/1.10 m	1.18/1.10 m	1.04/0.95 m	1.30/1.20 m	1.30/1.20 m	1.10/0.90 m	1.30/1.20 m	1.12/1.01 m	1.30/1.20 m	1.10/0.98 m	0.94/0.78 m	
Overall length (g)		6.27 (6.57) m	6.72 (6.97) m	7.20 (7.49) m	7.50 m	7.90 m	8.39 m	8.41 m	8.95 m	9.40 m	9.38 m	9.89 m	9.93 m	10.93 m	11.79 m	
Overall height without extensions (f)		2.86 m	2.86 m	2.86 m	2.96 m	2.96 m	2.96 m	3.11 m	3.11 m	3.11 m	3.11 m	3.07 m	3.11 m	3.11 m	3.11 m	
Dimension middle drawbar eye - middle rear trailer coupling**		6.00 (6.30 ³) m	6.41 (6.66 ³) m	6.55 (6.84 ³) m	6.90 m	7.40 m	7.64 m	7.87 m	8.38 m	8.40 m	8.80 m	9.10 m	9.40 m	10.15 m	10.55 m	
Underneath chassis tubes (b)		0.91 m	0.91 m	0.91 m	0.93 m	0.93 m	0.93 m	1.02 m	1.02 m	1.02 m	1.02 m	0.98 m	1.02 m	1.02 m	0.98 m	

- * Empty weight and payload depend on the respective equipment.
- ** We use 10 studs BPW axles, all axles are equipped with automatic slack adjusters
- ** All vehicles are equipped with an ALB valve (except single-axle trailer) and compressed air brake
- ¹ 24 t perm. GVWR in Germany only with wheelbase 1.81 m, 10 t single-axle load possible
- ² 34 t perm. GVWR in Germany only with wheelbase 1.81 m, 10 t single-axle load possible
- For export vehicles, higher payloads are partly possible, subject to construction changes
- ³ The values indicated



Technical data		Drawbar trailer
Model	DA 34 "Roadrunner"	
Perm. GVWR	34(32)t/40(60)km/h	
Payload acc. German traffic road regulations	24 (22)t	
Technical payload	approx. 28 t	
Empty weight*	9.8 t to 11 t	
Permissible tongue load (max)	4 (2)t	
Drawbar	80 mm ball head coupling	
Coupling	low hitch coupling	
Traction power requirement from	from 125 kW (170 PS)	
Oil quantity/ tipping angle	60l/48°	
Telescopic ram	5 stages	
Lifting length	3,225 mm	
Lifting capacity with pourable loads	approx. 28 t	
Brake system	Compressed air/ dual-line/ ALB	
Brake axles	10 studs BPW	
Carrying capacity at 40 km/h	13 t	
Axle cross section	150 mm	
Track width with offset 0	2.15	
Max. permissible tyre diameter	1,260 front/1,380 rear	
Running gear	Pneumatic susp., two-bladed pull rods	
Rear axle support	Automatic lowering	
Dimensions in m		
Body inside dimensions (conical)	9.00x2.32/2.22x1.52 m	
Transport volume without extensions (in m³)	30.3 m³	
Transport volume with 40 cm extensions	38.2 m³	
Transport volume with 60 cm extensions	42.2 m³	
Transport volume with 80 cm extensions	46.1 m³	
Height at 35°/48° tipping angle (w)	7.68/8.82 m	
Height for side tipper (ws)	4.17 m	
Platform height, unloaded (p)	1.60 m	
with tyres	445/65 R 22.5	
Tipping height at 35°/48° tipping angle (c)	1.13/1.01 m	
Overall length (g)	10.8 m	
Overall height without extensions (f)	3.14 m	
Dimension middle drawbar eye - middle rear trailer coupling (m)	10.5 m	
Underneath chassis tubes (b)	1.01 m	

Please find further information on pages 12-13

- * Empty weight and payload depend on the respective equipment.
Please find a technical drawing of the indicated dimensions on page 29.

TYRES WITH THE INDICATED DIMENSIONS ARE AVAILABLE FROM DIFFERENT WELL-KNOWN MANUFACTURERS

Dimensions	Version	Height in mm	max. width	Load Index
385/55 R 22.5	new	1,001	380	160 J
385/65 R 22.5	new	1,060	390	160 F
425/65 R 22.5	new	1,122	425	165 F
445/65 R 22.5	new	1,150	450	168 K
525/65 R 20.5	new	1,200	521	173 F
24 R 20.5	new	1,378	604	176 F
500/60 R 22.5	new	1,180	513	155 D
560/45 R 22.5	new	1,080	545	152 D
560/60 R 22.5	new	1,251	570	161 D
580/65 R 22.5	new	1,300	586	166 D
600/50 R 22.5	new	1,181	616	159 D
600/55 R 22.5	new	1,245	600	162 E
650/50 R 22.5	new	1,235	650	163 E
600/55 R 26.5	new	1,348	626	165 D
620/55 R 26.5	new	1,340	620	166 D
650/55 R 26.5	new	1,360	645	167 E
710/50 R 26.5	new	1,390	730	170 E
750/45 R 26.5	new	1,350	750	170 E
800/45 R 26.5	new	1,395	815	174 D
600/60 R 30.5	new	1,496	639	169 D
710/50 R 30.5	new	1,495	727	167 D

Tyre manufacturer dimensions may differ

In the overview, you may gather further information about tyre dimensions and profile forms of the leading manufacturers. Since not all requirements e.g. for off-road tyres on one hand and roadworthiness on the other hand cannot be put on the same rim, we have listed the complete range of all usual wheels. We would be pleased to advise you in details on the choice of the optimum tyres for the desired application with what is technically possible for the desired vehicle.

Truck road tread



Alliance tread 380



Alliance tread 390



BKT FL 630



BKT FL 693



Aeolus AE 74



Aeolus 77 A



Michelin Profil XS



Michelin Trail X-BiB



Nokian Country King



Nokian CT BAS



Krampe

QUALITY ON WHEELS



Info: Illustrations on these pages partly comprise special equipment which are not available for all vehicle models.
BigBody 21-GB All indications are non-binding; technical alterations reserved.

The name Krampe does not only stand for products such as Tandem and Tridem tippers. It has become the epitome for ideas and innovations. Every Krampe tipper has more than 35 years of experience. The first models were already so good that many of them are still in use today. For any further information, please contact us or one of our sales partner. We would be pleased to advise you!

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... always a nose ahead

