



HOOKLIFT TRAILERS

THL/SHL



THL-23-EN

Krampe
QUALITY ON WHEELS

#READYFORFUTURE

ALL KRAMPE VEHICLES WITH EU TYPE APPROVAL

All Krampe trailers have in principle the EU type approval. Thereby the vehicles can be registered in the complete EU.

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

The processes and the production at Krampe are quality-controlled and standardised.

As one of the first manufacturers of transport technology, Krampe has already got the EU type approval by the end of 2021.



QUALITY ON WHEELS

We are passionate about making high-quality transport trailers. We understand our customers' need for reliable equipment and do everything we can to meet their expectations. Our products are characterised by quality, durability and reliability. We work in close cooperation with our customers to create effective solutions. Your experiences and your requirements are what motivate us. Our success is based on a foundation of trust and cooperation. We appreciate the relationships we have with our customers and partners, who are always inspiring us to become better. Experience the quality of our products for yourself. The Krampe team is ready to find the right solution for you.

Thank you for your trust!



Robin Krampe
– CEO



REGIONAL & FAMILIAR

We are an owner-managed company for more than 100 years. Robin Krampe is the Managing Director of the company Krampe Fahrzeugbau GmbH in the fourth generation. The company is 100% owned by the family and this is to remain so in the future

Our slogan "Krampe - Quality on Wheels" is lived by us every day. We are committed to Germany as a production site and manufacture at our plant in Coesfeld in the Münsterland region. As a family-run company, we have always had good experiences with our basic idea "what we can manufacture ourselves, we do it ourselves". The huge vertical range of manufacture gives us the reassuring certainty of being

able to supply the highest quality and to control all production steps. We are proud of our employees. Lots of long-term employees have still completed their apprenticeship at Krampe. Regularly, our apprentices receive awards as chamber, regional or federal winners.

We rely on green energy for the production of our mainly red tippers. So district heating of the neighbouring biogas plant is used to heat all offices and production halls. We produce about 150% of our own electricity requirements by means of our in-house photovoltaic system.

OUR MODELS

FROM CARRIER TO CUSTOMISED CONSTRUCTION

QUALITY ON WHEELS

This is our motto and the key to our success. We have been Germany's uncontested market leader of tractor-pulled body tippers and halfpipes for the agricultural industry for many years. In the course of the years, we have steadily expanded our product range and added further innovative product groups such as the hooklift trailers or the push-off trailer.

STABLE IN TERMS OF VALUE

Our well-known red tippers are characterised by their outstanding reliability and durability. The high resale value is a clear proof of their quality.

BEST QUALITY

In the production of our vehicles, we exclusively rely on first-class materials and qualified personnel. With field-tested solutions, a well thought out construction and the continuous development of the products, we are able to offer you vehicles that are unmatched.

CUSTOMISED CONSTRUCTION VS. CARRIER-SERIES

"Can't be done, doesn't exist" is part of the Krampe philosophy. This has made us what we are today. At Krampe, we are happy to produce one-off items according to customer wishes, this is our daily business. With so-called "customised construction", vehicles are produced according to the wishes, specifications and requirements of our customers, exactly tailored for the respective range of applications.

ROBUST AND COMFORTABLE

Our torsion-resistant running gears are made of rectangular tubes and are therefore extremely robust. The closed construction avoids dirt deposits. Large spring centres, high-quality running gear components and smart electronic assistance systems ensure the greatest possible driving comfort.

INNOVATIONS FROM MÜNSTERLAND

Krampe has shaped the international standards with a lot of innovations. Thanks to the EU type approval, we already satisfy the requirements of tomorrow. We are committed to Germany as a production site and to our origin from the Münsterland region.

PRODUCED FOR YOU

By us, you get custom-made trailers that are especially tailored to your requirements. Thanks to short paths between construction and production, custom-made products can be planned and realised.

In addition to the individual vehicle construction, there has also been a standardised vehicle construction for a long time, the highly successful "Carrier series" consisting of technically high-quality vehicles with identical construction components from the customised construction, but with a determined current equipment. The vehicle concept is based on an ingenious modular system; useful screw-on accessories such as wheels or a change from caster steering axle to forced steering can be freely chosen by the end customer.

TABLE OF CONTENT

THL/SHL HOOKLIFT TRAILERS

KRAMPE HOOKLIFT TRAILERS

Differences at a glance	6
Advantages at a glance	8
THL Tandem hooklift trailers	10
THL Tandem hooklift trailers – Customised construction	12
THL Tandem hooklift trailers – Carrier series	14
THL Tridem hooklift trailers	16
THL Tridem hooklift trailers – Customised construction	18
SHL semitrailers – Customised construction	20

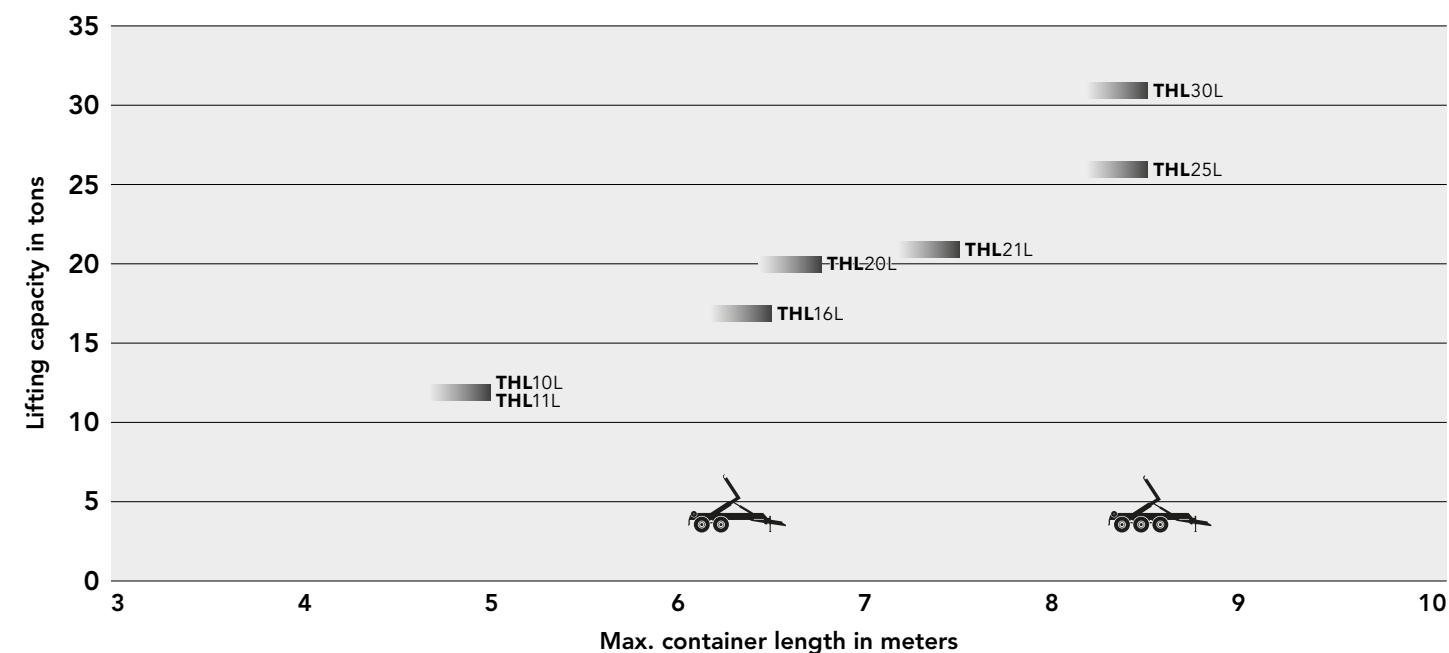
PRODUCT DETAILS

Running gear / Steering axles	22
Accessories	24
Container	28
THL with crane superstructure	29

FURTHER INFORMATION

Tyres	30
Sales team	31

DIFFERENCES AT A GLANCE



WHAT ARE THE REQUIREMENTS OF THE TOWING VEHICLE ON THE TRAILER?

The correct assignment of tractor and traction power requirement is essential as well as the correct hitch height, drawbar eye and towing device. Please find all important information in the charts of the product categories.



WHAT ARE THE FIELDS OF APPLICATION?

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



WHICH CONTAINERS ARE MAINLY TRANSPORTED?

Which container lengths should be picked up and also be tipped are essential. Please find an assignment in the upper diagram.



WHICH RUNNING GEAR IS SUITABLE FOR YOUR HOOKLIFT TRAILER?

Hooklift trailers offer a variety of axles, axle units, different wheelbases as well as steering systems and tyre possibilities.



WHICH SPEED VARIANTS ARE AVAILABLE?

As standard, our vehicles are equipped with 40 km/h and COC documents. Models are also available on demand with 60 km/h or 80 km/h registration.



TECHNICAL INFORMATION ABOUT HOOK HEIGHT IN GERMANY

The usual hook height amounts to 1.57 m in Germany. In case of containers according to DIN 30 722 Part 1, the pick-up bracket at container is 50 mm thick. The run-off carriages are normally made of a 180 mm high I-profile.

For the heavy containers according to DIN 30 722 Part II, the pick-up bracket at the container is 60 mm thick, the beams are mostly made of a NP 220 U-profile. Depending on the container manufacturer, there are a lot of individual deviations, especially with regard to the beams and thus ultimately also to the loading height of a lifted container.

Thereupon there are innumerable export versions with different hook heights (e.g. 1.45 m for the Benelux countries and Scandinavia), other tunnel dimensions and container locking devices.

ADVANTAGES AT A GLANCE

KRAMPE HOOKLIFT TRAILERS

FLEXIBLE AND EFFICIENT

FLEXIBLE IN USE

Our hooklift trailers offer a lot of advantages. By different interchangeable containers, they can thus be used e.g. in the agriculture, forestry, construction, landscaping or municipal sectors. Due to the reduction to one vehicle chassis, a high utilisation rate is made possible. Our THL and SHL models enable a transport of containers with an inside length up to 8.50 m.

EFFICIENT AND WELL THOUGHT-OUT

During tipping, as well as during picking-up and putting down the container, the pneumatic suspension is lowered automatically. A hydraulic rear axle support is therefore not necessary. This results in a very flat hoisting angle with simultaneously improved lifting capacity.

PRACTICAL PUSH ARM STANDARD ADVANTAGE

We install a push arm on our hooklift trailers as standard resulting in a lot of advantages:

- Different container lengths can problem-free be used
- Flat lifting angle of the container (approx. 22° up to 28°, depending on container)
- Continuous adjustment of the rear overhang during tipping

- Continuous adjustment of the overhang towards the underride guard
- Taring of the weight in case of different loads in order to adjust optimally the tongue load on terrain or on roads.



Optional articulated push arm version, for an especially flat lifting angle.



The hook seat has cleanly rounded contours. A height-adjustable hook is available as well as an oil connection at hook hoist.



All Krampe hooklift trailers are equipped with a push arm as standard (stroke 1.00 up to 1.65 m, depending on the model).

HOOKLIFT TRAILERS

TANDEM

MODELS

 **THL10L**

 **THL11L**

 **THL16L**

 **THL20L**

 **THL21L**



CONTAINER LENGTHS
4.50 m - 7.50 m




**PAYLOAD ACC. TO GERMAN TRAFFIC ROAD
REGULATIONS WITHOUT CONTAINER**
12,100 kg - 17,200 kg



TYRE VARIANTS
385/65 R 22.5 - 710/50 R 26.5



 = Carrier series
 = Customised construction

PRODUCT DETAILS

TANDEM HOOKLIFT TRAILERS

OUR CUSTOMISED TANDEM MODELS

THL10L, THL11L, THL16L AND THL21L

The hooklift trailers type THL 10 L, THL 11 L, THL 16 L and THL 21 L are real professional vehicles which are predominantly used in the municipal sector, the agriculture and forestry ones as well as for earthworks. With a variety of equipment versions, these hooklift trailers can be optimally adapted to the respective tractor and intended purpose. The Krampe hooklift roll-off tippers provide a high degree of flexibility. No matter whether

grain is to be transported in containers, an earth-moving trough is used on construction sites or the drying box is used to transport wood chip: The versatile applications lead to high utilisation rate of the trailer as many tasks can be carried out with one and the same vehicle. And, thanks to the reliable and well-conceived design, it is a pleasure to work with the hooklift.



The THL 10 L offers high flexibility with towing vehicles with a speed of 60 km/h or faster.



With a container length of max. 5.0 meters, the THL 11 L is the compact vehicle for agriculture.



The THL 16 L associates a high lifting capacity, a compact design at a speed of 60 km/h or faster.



















The THL 21 L with pneumatic running gear as standard can be supplied on request with a steering axle and a wheelbase of 1.81 m for a permissible GVWR of 24 tons at 40 km/h. For this model, a lot of further optional extras are available.

TECHNICAL DATA

CUSTOM CONSTRUCTION TANDEM HOOKLIFT TRAILERS

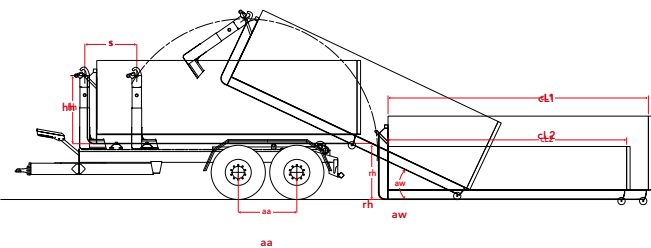


TECHNICAL DATA	TANDEM			
	 THL10L	 THL11L	 THL16L	 THL21L
Perm. GVWR on public roads	14.00t	16.00t	18.00t	22.00t(24.00t)*3
Empty weight without roll-off container*1	approx. 3.85 t	approx. 3.65 - 3.90 t	approx. 4.50 - 5.70 t	approx. 4.90 - 6.90 t
Payload acc. to German Traffic Road Regulations with roll-off container*1	approx. 10.15 t	approx. 12.35 t	approx. 13.50 t	approx. 17.10 t(19.10 t)
Speed variants	60 or 80 km/h	40 or 60km/h	40, 60 or 80 km/h	40, 60 or 80 km/h
Traction power requirement	from 74 KW (100 HP)	from 59 KW (80 HP)	from 74 kW (100 HP)	from 103 kW (140 HP)
HYDRAULIC SYSTEM	 THL10L	 THL11L	 THL16L	 THL21L
Lifting capacity, container put down at ground level	approx. 11.00 t	approx. 11.00 t	approx. 16.00 t	approx. 20.00 t
Tipping capacity, Container pushed at front	approx. 11.00 t	approx. 11.00 t	approx. 18.00 t	approx. 22.00 t
Auxiliary tipping cylinder (start cylinder)	not necessary	not available	series	option
Operating pressure	200 bar	200 bar	200 bar	200 bar
Oil requirement	approx. 13 liters	approx. 13 liters	approx. 18 liters	approx. 23 liters
Necessary oil connections/ Option	min. triple acting/ remote control	min. 3 x double acting/ remote control	min. triple acting/ remote control	min. triple acting/ remote control
Independent oil supply	not available	not available	optional	optional
HOOKLIFT SYSTEM	 THL10L	 THL11L	 THL16L	 THL21L
Roll-off tipper (Standard)	11 09-45 S	11 09-45 S	18-4750 S	21-5700 S
Possible container lengths (cL1 & cL2)	3.50 - 5.00 m (max 5.50 m)*2	3.50 - 5.00 m (max 5.50 m)*2	3.75 - 4.75 m (max 6.25 m)*2	4.50 - 5.75 m (max 7.50 m)*2
Hook height (hh)*4	Hook height 1.57 m	Hook height 1.57 m	Hook height 1.57 m	Hook height 1.57 m
Container push arm with stroke (s)	1.10 m	1.10 m	0.95 m (max. 1.20 m)	1.20 m (max. 1.55 m)
Container locking device	hydraulic, inside	hydraulic, inside	hydraulic, inside	hydraulic, inside
Roller height with standard tyres (rh)	1.07 m	1.07 m	1.12 m	1.27 m
Pick-up angle (aw) with standard tyres	approx. 20° 385/65 R 22.5	approx. 20° 385/65 R 22.5	approx. 23° 385/65 R 22.5	approx. 21° 560/60 R 22.5
Tipping angle with standard roll-off container	49°	49°	56°	52°
Usual alternative tyres	425/65 R 22.5 445/65 R 22.5	445/65 R 22.5 500/60 R 22.5 560/60 R 22.5	425/65 R 22.5 445/65 R 22.5 560/60 R 22.5	445/65 R 22.5 600/50 R 22.5 650/55 R 26.5
RUNNING GEAR	 THL10L	 THL11L	 THL16L	 THL21L
Roll-off tipper (Standard)	Pneumatic suspension	Pneumatic suspension	Pneumatic suspension	Pneumatic suspension/ hydr. running gear
Wheelbase (aa)	1.31 m	1.31 m	1.36 m	1.36 m (1.55m/1.81 m)
Drawbar eye	40 mm DIN 74054	40 mm DIN 11026 (bzw. 80 mm Ball head coupling)	40 mm DIN 11026 (bzw. 80 mm Ball head coupling)	40 mm DIN 11026 (bzw. 80 mm Ball head coupling)
Max. permissible tongue load	1 t	2 t	2 t	2 t/ 4 t (40 km/h)
Towing device	rigid (optional height adjustable)	rigid top/bottom	rigid top/bottom (optional hydr./ Silentblocks)	rigid top/bottom (optional hydr./ Silentblocks)
Braking axles / wheel brakes	10 holes 410 x 120 (406 x 140 mm)	10 holes 410 x 120 (406 x 140 mm)	10 holes 410 x 120 (406 x 140 mm)	10 holes 410 x 180 mm (420 x 180 mm)
Track width with wheel offset of 0	1.95 m	1.95 m	1.95 m	1.95 m (2.15 m)
Axle cross section	120 mm (130 mm)	120 mm (130 mm)	120 mm (130 mm)	150 mm

*1 Empty weight and payload depend on the respective equipment, in case of exceptional optional extras e.g. a crane or an overlength, weight can be increased
*2 Differently long containers are available for these vehicle types, depending on the desired container length, option against surcharge. An extendable underride guard can alternatively also be mounted for container with overlength
*3 Independent wheel load of 10 t is only permissible with a wheelbase of 1.81 m in Germany, permissible GVWR 24 or 34 t at 40 km/h
*4 For export markets, different hook heights are available which thus change the lifted capacity with the container put down.

Carrier series
Customised construction

For export vehicles, higher payloads are partly permissible in case of national registration. Technical data without engagement. Construction subject to changes.



PRODUCT DETAILS

CARRIER TANDEM HOOKLIFT TRAILER

THL20L CARRIER

With the model THL 20 L Carrier, we have taken a new additional path. The experience of decades shows that there are especially popular vehicle configurations corresponding to the needs of a lot of customers.

The model THL 20 L Carrier is offered with firmly defined very high quality equipment. It comprises a low hitch position with ball head coupling, a 40km/h version with a permissible GVWR of 21 t, two-bladed pull rods

for a high driving confort, a reinforced main work cylinder for an operating pressure of 200 bar, an extended roll-off tipper for containers up to 6.75 m length, an auxiliary tipping ram etc.

The standardised production of these models has a positive effect on availability and sales price. Ask your sales partner!



The THL 20 L Carrier; compactly designed, easy to operate, favorable in price.



By foregoing an additional subframe, the pick-up angle is reduced and the pick-up performance increases.



Container inside lengths of 6.25 meters or 6.75 meters resp. with a fold-out underride guard are possible.



Options such as storage boxes or water tank are possible.

TECHNICAL DATA

CARRIER TANDEM HOOKLIFT TRAILERS



TECHNICAL DATA	TANDEM THL20L
Perm. GVWR on public roads	21.00 t
Empty weight without roll-off container ^{*1}	approx. 5.40 t
Payload acc. to German Traffic Road Regulations with roll-off container ^{*1}	approx. 15.60 t
Speed variants	40 km/h
Traction power requirement	from 80 KW (120 HP)
HYDRAULIC SYSTEM	THL20L
Lifting capacity, container put down at ground level	approx. 20.00 t
Tipping capacity, container pushed at front	approx. 20.00 t
Auxiliary tipping cylinder (start cylinder)	series
Operating pressure	200 bar
Oil requirement	approx. 26 liters
Necessary oil connections	min. triple acting
Independent oil supply	not available
HOOKLIFT SYSTEM	THL20L
Roll-off tipper (Standard)	HYVAT 20-60 S
Possible container lengths (cl1 & cl2)	4.50 - 6.75 m
Hook height (hh) ^{*3}	Hook height 1.57 m
Container push arm with stroke (s)	1.40 m
Container locking device	hydraulic, inside
Roller height with standard tyres (rh)	1.24 m
Pick-up angle (aw) with standard tyres	22° 560 / 60 R 22.5
Tipping angle with standard roll-off container	54°
Usual alternative tyres	385/65 R 22.5 560/60 R 22.5 650/50 R 22.5
RUNNING GEAR	THL20L
Roll-off tipper (Standard)	Pneumatic suspension
Wheelbase (aa)	1.36 m
Drawbar eye	80 mm DIN ball head coupling
Max. permissible tongue load	3 t
Towing device	rigid at bottom
Braking axles / wheel brakes	10 holes 410 x 120 mm
Track width with wheel offset of 0	1.95 m
Axle cross section	120 mm

^{*1} Empty weight and payload depend on the respective equipment, in case of exceptional optional extras e.g. a crane or an overlength, weight can be increased

^{*2} Independent wheel load of 10 t is only permissible with a wheelbase of 1.81 m in Germany, permissible GVWR 24 or 34 t at 40 km/h

^{*3} For export markets, different hook heights are available which thus change the lifted capacity with the container put down.

- Carrier series
- Customised construction

For export vehicles, higher payloads are partly permissible in case of national registration. Technical data without engagement. Construction subject to changes.



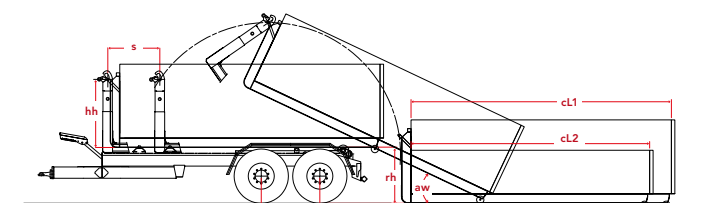
As standard with two-bladed pull rods and pneumatic suspension



On choice with working light or rotating flashing beacon.



For faster tipping and lowering time, fast track as option



HOOKLIFT TRAILERS

TRIDEM

MODELS

 **THL25L**

 **THL30L**



CONTAINER LENGTHS

6.5 m - 8.5 m



PAYLOAD ACC. TO GERMAN TRAFFIC ROAD REGULATIONS

23,500 kg - 25,800 kg



TYRE VARIANTS

560/60 R 22.5 - 710/50 R 26.5



PRODUCTS DETAILS

TRIDEM HOOKLIFT TRAILERS

OUR TRIDEM CUSTOMISED CONSTRUCTIONS

THL25L AND THL30L

Move more in less time! Today, efficiency and productivity rank first and the market requires higher transport quantities and faster handling. Our Tridem hooklift trailers provide the solution. They have been especially developed in order to meet the challenges of a rapidly developing transport sector. In combination with ever more powerful towing vehicles, they set benchmarks in the transport sector. With lifting capacities of up to

30 t, they are able to move problem-free containers with a maximum length of 8.50 m. This guarantees a high flexibility and adaptability to different transport requirements. Even more impressive is the fact that these trailers can face a payload of up to 26 t on public roads. This enables to transport higher quantities in one pass saving valuable time and resources.



The THL 25 L uses the tractor hydraulic system. Container weights of up to 25 t can be picked up and unloaded. An auxiliary tipping cylinder is mounted as standard.



The THL 25 L is designed for container lengths of 6.5 m up to 7.0 m as standard.



The THL 30 L is equipped ex-works with an independent oil supply and a wireless remote control. Containers with an own weight of 30 t can therefore be safely picked-up and tipped.



Our Tridem hooklift trailers are equipped with a caster steering axle as standard, but we recommend a forced steering.

TECHNICAL DATA

CUSTOM CONSTRUCTION TRIDEM HOOKLIFT TRAILERS

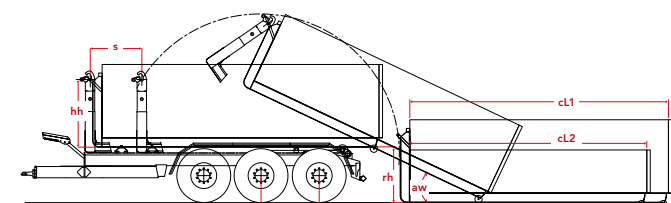


TECHNICAL DATA	TRIDEM	
	THL25L	THL30L
Perm. GVWR on public roads	31.00 t (34.00 t)*3	31.00 t (34.00 t)*3
Empty weight without roll-off container*1	approx. 7.50 - 9.20 t	approx. 8.20 - 9.90 t
Payload acc. to German Traffic Road Regulations with roll-off container*1	approx. 23.50 t (26.50 t)	approx. 22.80 t (25.80 t)
Speed variants	40 or 60 km/h	40 or 60 km/h
Traction power requirement	from 147 kW (200 HP)	from 147 kW (200 HP)
HYDRAULIC SYSTEM		
Lifting capacity, container put down at ground level	approx. 25.00 t	approx. 30.00 t
Tipping capacity, Container pushed at front	approx. 25.00 t	approx. 30.00 t
Auxiliary tipping cylinder (start cylinder)	series	series
Operating pressure	200 bar	310 bar
Oil requirement	ca. 32 liters	-
Necessary oil connections/Option	min. triple acting/remote control	Independent oil supply series
Independent oil supply	optional	series
HOOKLIFT SYSTEM		
Roll-off tipper (Standard)	25-6800 S	30-6800 S
Possible container lengths (cl1 & cl2)	6.50 - 7.00 m (max. 8.50 m)*2	6.50 - 7.00 m (max. 8.50 m)*2
Hook height (hh)*4	Hook height 1.57 m	Hook height 1.57 m
Container push arm with stroke (s)	1.55 m	1.65 m
Container locking device	hydraulic, inside	hydraulic, inside
Roller height with standard tyres (rh)	1.35 m	1.35 m
Pick-up angle (aw) with standard tyres	21° 600/55 R 26.5	21° 600/55 R 26.5
Tipping angle with standard roll-off container	52°	55°
Usual alternative tyres	600/50 R 22.5 650/55 R 26.5 710/50 R 26.5	600/50 R 22.5 650/55 R 26.5 710/50 R 26.5
RUNNING GEAR		
Roll-off tipper (Standard)	Pneumatic suspension/ hydr. running gear	Pneumatic suspension/ hydr. running gear
Wheelbase (aa)	1.55 m (1.81 m)	1.55 m (1.81 m)
Drawbar eye	80 mm Ball head coupling	80 mm Ball head coupling
Max. permissible tongue load	4 t (40 km/h)	4 t (40 km/h)
Towing device	rigid at bottom (optional hydr./ Silentblocks)	rigid at bottom (optional hydr./ Silentblocks)
Braking axles / wheel brakes	10 holes 410 x 180 mm	10 holes 410 x 180 mm
Track width with wheel offset of 0	2.15 m	2.15 m
Axle cross section	150 mm	150 mm

- *1 Empty weight and payload depend on the respective equipment, in case of exceptional optional extras e.g. a crane or an overlength, weight can be increased
- *2 Differently long containers are available for these vehicle types, depending on the desired container length, option against surcharge. An extendable underdrive guard can alternatively also be mounted for container with overlength
- *3 Independent wheel load of 10 t is only permissible with a wheelbase of 1.81 m in Germany, permissible GVWR 24 or 34 t at 40 km/h
- *4 For export markets, different hook heights are available which thus change the lifted capacity with the container put down.

- Carrier series
- Customised construction

For export vehicles, higher payloads are partly permissible in case of national registration. Technical data without engagement. Construction subject to changes.



SEMITRAILERS


HOOKLIFT TRAILERS FOR TRUCKS


MODELS



 **SHL20L**

 **SHL30L**

 **CONTAINER LENGTHS**
5.0 m - 8.5 m

 **PAYLOAD ACC. TO GERMAN
TRAFFIC ROAD REGULATIONS**
25,700 kg - 30,900 kg

 **BEREIFUNGSVARIANTEN**
385/65 R22.5 - 710/50 R 30.5

 = Carrier series
 = Customised construction

PRODUCT DETAILS



2-AXLE AND 3-AXLE HOOKLIFT SEMITRAILERS

OPERATING PRINCIPLE



The hooklift trailer for picking-up and tipping commercial roll-off containers has a hook height of 1.57 m according to DIN 30722 part 2 and of a hydraulic container locking device as standard. When picking-up the container, the air bellows are vented by a pushbutton valve whereby the chassis lowers and lies on the rear axle. Therefore a hydraulic support or a support pulley are not necessary. Further advantages are inter alia the low pick-up angle resulting from the lowering of the running gear as well as the increase of the lifting capacity due to the improvement of the kinematics. Benefit from our extensive experience in the construction of semitrailers!

CHASSIS

The weight-optimised steel frame weldment made of high-quality fine grain steels is equipped with independent wheel plastic mudguards, LED rear lights (mounted above the underride guard), an pneumatic running gear in heavy version, a lift/lowering valve and an EBS brake system.

TECHNICAL DATA	TANDEM  SHL20	TRIDEM  SHL30
Fifth wheel load	12 t (14 t)* ⁴	11 t (12 t)* ³
Semitrailer axle load	20 t (24 t)* ⁴	24 t (27 t)* ⁴
Perm. GVWR	32 t (34 t)* ⁴	35 t (39 t)* ⁴
Empty weight* ¹	approx. 6,300 - 6,800 kg	approx. 7,100 - 7,800 kg
Payload according to German traffic regulations (without container)* ¹	approx. 25,700 kg (27,700 kg)	approx. 25,900 kg (30,900 kg)
Lifting capacity, container on the ground	approx. 25,000 kg (30,000 kg)	approx. 25,000 kg (30,000 kg)
Tipping capacity, Container pushed at front* ²	approx. 25,000 kg (30,000 kg)	approx. 25,000 kg (30,000 kg)
Tipping angle	47° - 55°	47° - 55°
Possible container lengths with standard equipment	5.00 m - 7.00 m	5.00 m - 7.00 m
Possible container lengths with optional equipment* ³	8.50 m	8.50 m
Roller height (structure height) with tyres 385/65 R 22.5	approx. 1.50 m	approx. 1.50 m
Running gear (drum or disk brakes)	reinforced BPW / axle unit	reinforced BPW / axle unit
Wheel bearing load	12 t at 105 km/h	12 t at 105 km/h
track width	2,040 mm	2,040 mm

*¹ Empty weight and payload depend on the respective equipment
*² with auxiliary tipping cylinder as standard
*³ option against surcharge
*⁴ technically possible value

 Customised construction
 Carrier series

For export vehicles, higher payloads are partly permissible in case of national registration. Technical data without engagement. Construction subject to changes.



Hooklift semitrailer (roll-off container): The flexible vehicle for tractor-unit.

RUNNING GEAR/STEERING AXLES

DRIVING COMFORT MADE BY KRAMPE

OUR KNOW-HOW ON FIELDS AND STREETS

Our running gears are not bog-standard components, but have continually been refined by our technicians and designers over many years. Contrary to a lot of competitors, each running gear can be tailored to the planned field of use and offers a driving comfort that is unmatched.

Even if the running gear is to a great extent invisible on the vehicle, this should be the last component to

save money. Not only do good driving characteristics depend on the running gear but it is also one of the most valuable components on the vehicle. Our know-how and continuous further development distinguish our running gears from other brands and provide you a driving comfort of its own class.

We offer you a comprehensive range of towing devices, running gears and tyre possibilities.



The pneumatic running gear is equipped with two-bladed pull rods and air bellows with a diameter of 360 mm. This combination ensures an extremely good and stable driving behaviour.



The pneumatic suspension is equipped with a reverse tap as standard. This can prevent from lowering of the running gear during tipping.



Export version: The construction height is very low for the version with parabolic springs and suspended axles. A hydraulic rear axle support discharges the traction head during pick-up procedure.



Also Krampe supplies hydraulic running gears. The standard protection tubes protect the double chromed piston rods against stone impacts

BPW STEERING AXLES WITH OVERHEAD BRAKE CYLINDERS

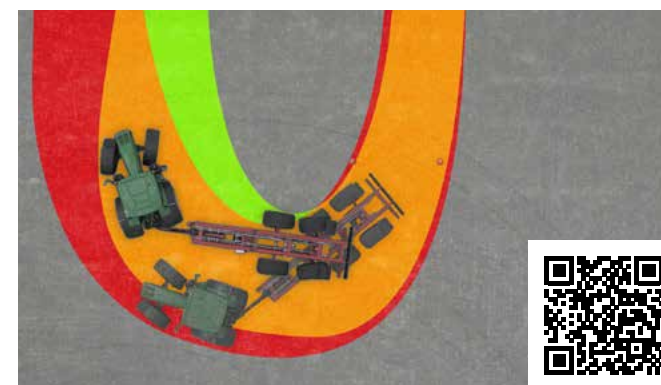
Like our running gears, the steering axles are also manufactured with special know-how. The overhead brake cylinders for more ground clearance, automatic slack adjusters, a 410 x 180 mm large wheel brake and a 150 mm square axle belong to the Krampe standard. The BPW caster steering axle can easily be outfitted with the forced steering. Of course, our axles are all COC type-approved.



BPW caster steering axles: Design with pressure axle disc for smooth driving behaviour. The steering axle must hydraulically be locked when driving on roads.



BPW forced steering: The double-acting master cylinder is situated at the front at the towing device, on the left and right in travelling direction for the Tridem, hydraulic system completely with hand pump, manometers and nitrogen accumulators, coupling points on the tractor according to standard proposition (ISO 26 402).



Our electronic sensorless forced steering enables the trailer to steer actively. This ensures a significantly improved vehicle manoeuvrability.



By means of an ISOBUS control, we have implemented the operation via the terminal of the traction vehicle for forced steering.

|ACCESSORIES

A variety of optional extras rounds off the program of the Krampe hooklift trailers. This variety allows each customer to set up his customised vehicle and to achieve the optimum for his company.



The classic towing device with hydraulic support foot.



The top pulling cylinder can be useful when picking up heavy containers.



Plastic mudguards (quarter mudguards)



The height-adjustable towing devices are available with rubber silent blocks or with hydraulic cylinders.



Two hydraulic functions can be operated with one control unit by means of the 6/2 way valve.



Plastic mudguards (semicircular mudguards).



Alu mudguards for wide tyres and steering axles.



For all roll-off tippers up to 25 t lifting capacity, the hydraulic system (200 bar) of the tractor is sufficient. An independent oil supply with p.t.o. shaft is available upon request. A wireless remote control is included in the scope of delivery.



The main work cylinder, the push arm and the hydraulic container locking device can very easily be operated with the wireless remote control. Further functions are available.



Rigid underride guard with COC approval for the 40 km/h version.



The foldable underride guard (effective stroke 50 cm) also allows the transport of extra-long containers.

|ACCESSORIES



The auxiliary tipping cylinder (start cylinder) facilitates the tipping of the containers in lowered state. This is especially useful in case a short overhang is desired.



A hydraulic container locking device belongs to the standard equipment. Very important: Different long containers can so be locked in every position.



Bracket for broom and shovel.



Electric operating box for tractor cab, max. six functions can be assigned, e.g. reversing light or rotating flashing beacon.



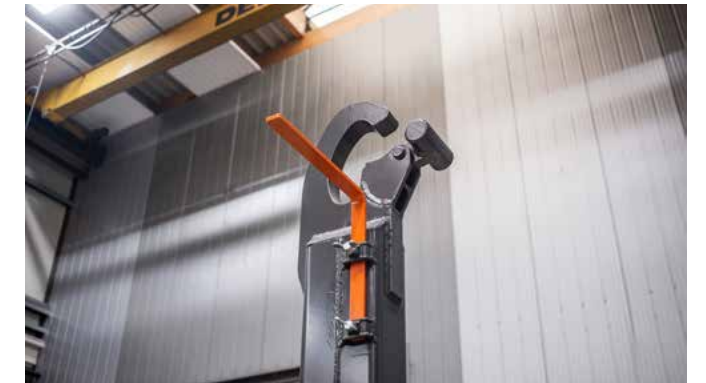
Operating errors excluded! The container can only be put down when the push arm is fully retracted. Otherwise the lowering frame is automatically locked with the tipping frame.



From the construction range THL 16 L, our hooklift trailers are equipped with control lamps as standard. In case of a radio control, control lamps are replaced by a digital display.



Air bellow manometer for indicating the air pressure in the air bellows of the running gear.



Position display for the hook arm when picking up the container.



Export versions as hook height of 1.45 m or external container locking device are possible for each European country.



The large LED rear lights are installed in a robust protective housing, lateral position lights at rear serve the driver for better overview.



All greasing points are automatically supplied with grease through the central lubrication, also at places which are difficult to access.



EBS system for electronic control of the pneumatic braking system with load-dependent braking (ALB), anti-blocking system (ABS) and Roll Stability Support (RSS), an electronic stability control is integrated in the system as standard.. Further functions of the pneumatic suspension can optionally be controlled.

CONTAINERS

COMPATIBLE WITH YOUR THL/SHL



BigBody containers are not only suitable for the transport of agricultural goods, but also for a lot of applications in the municipal sector.



With our halfpipe (HP) containers, you can face all tasks in the construction sector. No matter whether civil engineering, road construction, demolition or heavy earthworks.



For bulk materials, sand and gravel, the containers of the SK series are excellently suited.



Container for the transport of construction machines with integrated lashing eyes and rear tailgate with double folding door.



Volume container with blow-in opening for the transport of grass cutting which are mown from the roadside verge and the vacuumed.



Municipal container with laterally foldable alu racks and traversable pendulum rear tailgate.

THL WITH CRANE ATTACHMENT

THE ALL-IN-ONE-PACKAGE

Narrow construction sites and unloading stations often offer no more space for a loading unit. By means of the crane mounted on the trailer, the container can easily be loaded. The idea originated from the forestry sector where tree stumps or head wood have been collected with appropriate tools for years.

For example, in the municipal sector, the use of a crane for emptying glass containers or loading emergency power generators brings many advantages. The hooklift trailer with crane can be used independently at any lo-

cation. The vehicle-trailer combination can be loaded and unloaded by the driver. No third vehicle, such as an excavator or telescopic handler, is needed for carrying out the loading work on site. This saves time and costs!

Krampe installs cranes from well-known manufacturers for your application requirements. In addition to the option of permanently attaching the crane on the hooklift trailer, there is also the variant of hoisting the crane with a container. This saves empty weight for the case that the crane should only be used in specific occasions.



Version as forestry crane.



Version as loading crane with clamshell buckets.



TYRES

WE WOULD BE PLEASED TO ADVISE YOU

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

Tyre manufacturer dimensions may differ

In the overview, you may gather further information about tyre dimensions and tread 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 all usual wheels. We would be pleased to advise you in details on the choice of the optimum tyres for the desired application in combination with the technical possibilities of the vehicle.

Truck road tread



Vredestein Flotation Pro



Vredestein Flotation Trac



Nokian CT BAS



Nokian Country King



Alliance Tread 380



Alliance Tread 390



BKT FL 630



BKT FL 693



Aeolus AE 74



Aeolus AE 77



Michelin Tread XS



Michelin Trail X-BIB



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...always one step ahead!

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