

# Krampe

QUALITY ON WHEELS



## Hooklift trailers

THL

SHL



THL 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.

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

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

As one of a few manufacturers of transport technology, Krampe got the EU type-approval end of 2020.



**1 Carefree registration**  
Type-approved vehicles are delivered with the COC documents to ensure a carefree Europe-wide registration.

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

**3 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.

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

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

## 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.

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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 building high-quality vehicles and convince yourself of the extremely robust and well thought-out hook lift trailer!

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!



# ADVANTAGES AT A GLANCE



## PERFECT ALLROUNDERS

Using interchangeable containers offers tangible advantages. The application fields are almost endless, e.g. in the agriculture and forestry or in the construction, landscaping and municipal sectors.

## REALLY ECONOMICAL

Various tasks can be carried out by using the hooklift roll-off tippers with interchangeable containers. Everything is reduced to one carrier chassis. This leads to a high utilisation at reduced acquisition costs.

## SHORT OR LONG?

A large range of different long roll-off tippers enables the transport of short but also really long containers with an interior length of up to 8.50 m. Who offers more?

## HOW WOULD YOU LIKE IT?

Different tyres in different dimensions are available ex-works. And of course in your desired tread.

## EASY PICKING-UP

During tipping or picking-up as well as putting down the container, the pneumatic suspension is lowered. A hydraulic rear axle support is not necessary. This results in a very flat hoisting angle and the lifting capacity is significantly increased.

## BRAND NEW

For all trailers, Krampe only uses in principle new hooklifts from the truck sector. These are individually adapted to the requirements of the traction vehicle. The modern roll-off tippers correspond therefore to the valid safety norms and the actual BG regulation.



THL 8 L  
THL 10 L  
THL 11 L

## THE MUNICIPAL DEPARTMENT EFFICIENT IN NARROW SPACES.

You've always been looking for one like this: A trailer can be used for all kinds of work. The hooklift trailers are short and therefore manoeuvrable – ideal for manoeuvring on narrow construction sites, in parks or courtyard entrances. Compared to a Tandem three-way tipper, the efficient trailers show enormous flexibility.

Due to the interchangeable systems, the empty runs are minimised. This makes the compact hooklift vehicles to optimum and very economical man power in the construction industry and in the landscaping and municipal sector.

### Your advantages at a glance

#### **FAST AND VERSATILE**

Low rubble troughs or large-sized containers for light material can alternately be moved. A container replacement is a matter of seconds, even in case of special containers available in different versions.

#### **EFFORTLESS AND SAFELY**

Machines and loaded goods can comfortably be loaded or unloaded at ground level. Even the securing of the load can easily and safely be carried out from the ground.

#### **SUITABLE FOR HIGHWAYS**

The models THL 8 L, THL 10 L and THL 16 L are especially designed for being used behind a truck, UNIN-MOG or Fastrac. Alternatively, an usual standard tractor can of course also be used.

#### **COMPATIBLE WITH STANDARDS**

As the containers' connection dimensions are standardised, even already existing or used containers can be used problemfree. This makes the Krampe hooklift trailers an especially economical alternative.

#### **SMALL BUT POWERFUL**

The THL 8 L uses city containers whose empty weight is 300 – 400 kg less than that of a standard container which benefits the payload. The hook height of the city container is 90 cm (hook seat in accordance with DIN 30722, Part 3).

#### **NOT ONLY FOR PROFESSIONALS**

The THL 8 L hooklift trailer has a narrow wheelbase of only 99 cm. The old driving license class III (in Germany) is still sufficient for an impressive 7.4 t payload with a permissible GVWR of 10.49 t.

## ROBUST SUCCESSFULL MODELS.

The hooklift trailer types THL 11 L to THL 21 L are real professional vehicles which are predominantly used in the agriculture and forestry sectors as well as in earthworks. With a variety of equipment versions, these hooklift trailers can be optimally adapted to the respective tractor and the required application 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 for wood chip transport: The versatile applications lead to high utilisation 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.

THL 11 L

THL 16 L

THL 21 L

### Your advantages at a glance

#### LOW PRESSURE SYSTEM

Our roll-off tippers are adapted to the use of tractors and can be operated with 200 bar. This saves weight and the annoying drive shaft can be omitted.

#### LOW REQUIREMENTS

The tractor only needs three double-acting spool valves: For both main rams, for the push arm and for the hydraulic container locking.

#### COMFORTABLE AND SAFE

The pneumatic running gear ensures an extremely smooth drivability on roads and a low lifting angle by picking-up the container.

#### ADAPTABLE

Besides the usual high hitch position, the trend is to use more the low hitch position with ball head coupling. In this way, 4 t tongue load can be transferred on the tractor.

#### HIGH PAYLOAD: THL 21 L

The pneumatic running gear is both available with rigid axles as well as caster steering or forced steering rear axle. A permissible GVWR of 24 t can be achieved in Germany by the version with the 1.81 m wheelbase.

#### ACCORDING TO YOUR REQUESTS

We react flexibly: Thanks to different roll-off tipper lengths, containers up to 7.50 m length can be transported. Many further options are available.

## BIG MACHINES FOR BIG TASKS.

Move more in less time! The increasing requirements with regard to transport quantities and routes in combination with ever more powerful towing vehicles is answered by the Krampe tridem hooklift trailers. With lifting capacities of up to 30 t, containers with a maximum length of 8.50 m can be moved on public roads and this with a payload of up to 26 t.



### Your advantages at a glance

#### FANTASTIC DRIVABILITY

The hooklift roll-off tippers have a standard pneumatic tridem running gear offering an unbeatable driving comfort and many further advantages. The pneumatic suspension is on a large rise in the agricultural sector. Many detail improvements from Krampe have contributed to this.

#### GOOD IN TERRAIN

A larger oscillation and an outstanding off-road capability result from a pneumatic or hydraulic running gear. Hereby, it leads to a constant wheel pressure with an ideal soil adaptation and a low tractive power requirement. Both running gears can be lowered on the rear axle at picking-up the container and at tipping.

#### SAFELY AROUND THE CORNER

Tridem trailers are equipped with two steered axles as standard. Usual caster steering axles can lead to an unstable drivability during fast road trips or on sloping terrains. Similarly, a Tridem trailer with locked axles can only be pushed straight backwards, like „on rails“. It is the reason why we recommend the use of a hydraulic forced steering which actively steers as well at reversing. An electro-hydraulic steering system is available as option. Let you comprehensively be advised by our qualified sale team!

#### A POWERFUL PIECE OF WORK

The THL 22 L and 25 L use the tractor's hydraulic system. Container weights of up to 25 t can be picked up and unloaded. An auxiliary tipping ram is mounted as standard.

#### MAY IT BE A LITTLE MORE?

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

#### HOOKED

The comprehensive product pallet leaves nothing to be desired. Extra-long containers up to 8.50 m can so be transported. Also versions with articulated push arm and a lot of export equipment are available.

## 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 another trailers
- 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. All trailers can also be homologated for different speeds.



Drawbars are available in version, with rubber buffers or hydraulic ram.



The extremely narrow drawbar design ensures an especially narrow manoeuvring angle. A forced steering with standard connection keeps your trailer safely on track - also at high speeds, muddy soils and when driving backwards - furthermore, it preserves the tyres and the chassis.



A hydraulic support foot facilitates the coupling of the trailer and accelerates the setting down.



With the electronic controlled forced steering, the driver can control the steering reactions of the trailer himself through different programs.

## PNEUMATIC SUSPENSION – WHAT YOU SHOULD KNOW:

Krampe was the first manufacturer who has equipped an agricultural hooklift trailer with a pneumatic running gear.

**BENEFIT FROM THE DECISIVE ADVANTAGES:**

- Quiet drivability, also on poor roads
- low design, therefore lower center of gravity
- good off-road capability, large axle compensation
- when picking up the container, the running gear is lowered (the air bellows are automatically vented by a quick air relief valve). Therefore a rear axle support is not needed. A fourth double-acting spool valve can be omitted. Through the automatic lowering of the running gear, a lower lifting angle can be achieved. Pourable materials remain in the container and „do not overflow at the rear!
- due to the low lifting angle, the angle of attack of both main rams changes. The lifting capacity is significantly improved.

- Better stability during tipping if the axles lie on the block
- A reverse tap is mounted, as standard i.e. the trailer can also be tipped on the air bellows when standing (higher tipping height, e.g. in fall shelters).
- the running gear height of the trailer can be adjusted by a lifting/lowering valve (option), which is e.g. of interest when containers are overloaded or in case of low gateways.

THE SHORT FILM „BEER BUDDY“ SHOWS IN A HUMOROUS WAY THE OUTSTANDING DRIVABILITY OF THE AIR SUSPENSION. ENJOY WATCHING!



For large-volume containers with a high centre of gravity and for very uneven, we recommend a running gear with two-bladed supports to improve the stability.



The air suspension is equipped with a reverse tap, as standard. This avoids a lowering of the running gear during tipping. Optionally, a lifting/lowering valve can additionally be mounted.



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.



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 lifting procedure.

## DETAILS FOR PROFESSIONALS.



A short film about the THL very nicely shows all technical details. Simply scan the QR code on the picture or watch the film on our YouTube channel.



The auxiliary tipping ram (start ram) 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 is part of the standard equipment. Very important: Different long containers can so be locked in every position.

## PRACTICAL PUSH ARM.

ALL HOOKLIFT TRAILER ARE EQUIPPED WITH A PUSH ARM, AS STANDARD. THIS OFFERS NUMEROUS ADVANTAGES:

- Different tongue loads at the drawbar by easily shifting the container from the driver's seat
- a problem-free utilisation of differently long containers is possible
- propitious lifting angle of the containers (approx. 22° up to 28°, depending on the container length)
- stepless adjustment of the rear overhang during tipping
- stepless adjustment of the overhang towards the under-ride guard (acc. to EU type approval and traffic regulations, 40 cm are allowed)
- Taring of the weight in case of different loads, e.g. machine transport on a loading bed



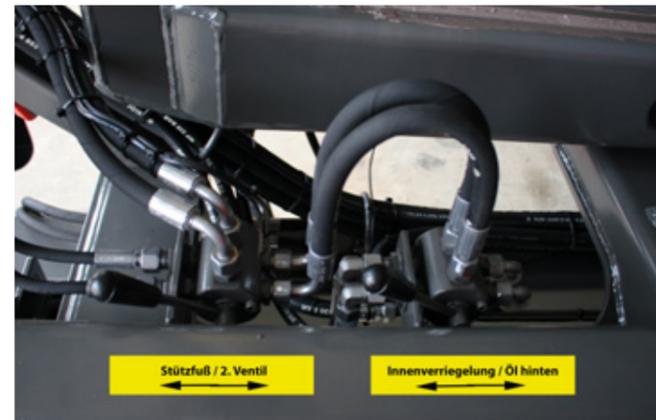
The hook seat has cleanly rounded contours. A height-adjustable hook is available as well as an oil connection at hook hoist.



Articulated push arm version, for an especially flat lifting angle.



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



Two hydraulic functions can be operated with one spool valve by the 6/2 way valve.



Starting with the THL 16 L model our hooklift trailers come with indicator lights by default. In case of a remote control the indicator lights are replaced by a digital control monitor.



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.



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.



The steep tipping angle of 47 – 55° (depending on the model) leaves nothing to be desired. Almost no manufacturer offers such an extensive range of roll-off tippers and special accessories. Benefit from our decades of experience.



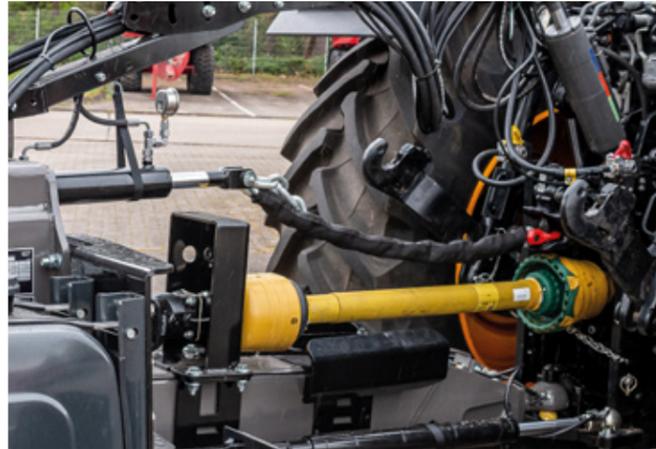
The main work cylinder, the push arm and the hydraulic container locking device can very easily be operated with the proven wireless remote control. Other functions, such as speed boost, additional spool valve or work lights make the job easier.



The lateral underride guard increases the safety in road traffic.



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



The top pulling cylinder can be useful when picking up heavy container



Plastic mudguards (quarter mudguards)



LED working light optional at front, side marker and position lights at vehicle rear as standard.



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



Plastic mudguards (semicircular mudguards)



Alu mudguards for wide tyres and steering axles



The waterproof storage box (plastic or stainless steel) can be used to protect e.g. ratch belts.



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



Tyre pressure control systems are available.

## THE SMART ONE HAS A CRANE WITH IT.

Narrow building sites and unloading stations often offer no more space for a loading unit. The crane mounted on the trailer can be used to easily load the container. 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 location. 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.



YouTube



YouTube



## WE ALSO PRODUCE SEMITRAILERS!



Hooklift semitrailer (roll-off tipper) - the flexible concept for special operations!

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

**OPERATION:** The 25 t hooklift trailer for picking-up and tipping commercial roll-off containers disposes a hook height of 1.57 m according to DIN 30722 part 2 and of a standard hydraulic container locking device. When picking-up the container, the air bellows are vented by a pushbutton valve. Thereby 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!

### TECHNICAL DATA:



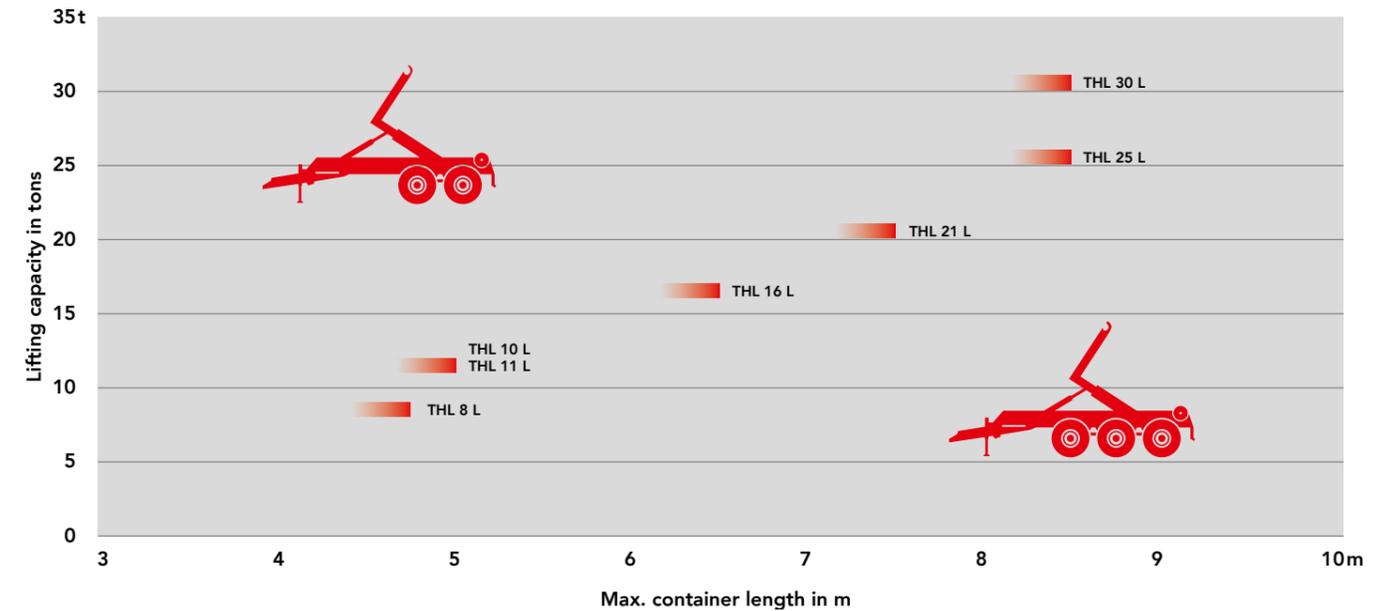
Model	SHL 20	SHL 30
Fifth wheel load	12,000 kg (techn. 14,000 kg)	11,000 kg (techn. 12,000 kg)
Semitrailer axle load	20,000 kg (techn. 24,000 kg)	24,000 kg (techn. 27,000 kg)
Perm. GVWR	32,000 kg (techn. 34,000 kg)	35,000 kg (techn. 39,000 kg)
Empty weight (depending on equipment)*	approx. 6,300 - 6,800 kg	approx. 7,100 - 7,800 kg
Payload according to German traffic regulations (without container)	approx. 25,700 kg (techn. 27,700 kg)	approx. 27,900 kg (techn. 30,900 kg)
Lifting capacity, container on the ground	approx. 25,000 (30,000 kg***)	approx. 25,000 kg (30,000kg***)
Tipping capacity, container pushed forwards**	approx. 25,000 (30,000 kg***)	approx. 25,000 kg (30,000 kg***)
Tipping angle (depending on model)	47 - 55°	47 - 55°
Possible container lengths with standard/optional equipment***	5.00 bis 7.00 m (Option: up to 8.50 m***)	5.00 bis 7.00 m (Option: up to 8.50 m***)
Roller height (structure height) with tyres 385765 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, axle cross section, track width	12 t at 105 km/h, 2,040 mm	12 t at 105 km/h, 2,040 mm

\* Empty weight and payload depend on the respective equipment \*\*with auxiliary tipping ram, as standard \*\*\* Option against surcharge

DESCRIPTION	THL 8 L	THL 10 L	THL 11 L	THL 11 P	THL 16 L	THL 21 L	THL 21 L Carrier	THL 21 P	THL 25 L	THL 30 L
Rigid high hitch position, 3-fold height-adjustable by turning the hitch ring with flange	S	S	S	S	S	S	X	S	X	X
Rigid low hitch position, 3-fold height-adjustable by turning the hitch ring with flange	X	O	O	O	O	O	S	O	X	X
Rigid low hitch position with shaft hitch ring	X	X	X	X	X	O <sup>x1</sup>	X	X	S	S
Suspended, height-adjustable low hitch position, version with two rubber silent blocks	X	X	X	X	O	O	X	O	O	O
Hydraulic suspended, height-adjustable low hitch position with two nitrogen accumulators	X	X	X	X	O	O	X	O	O	O
10 t semitrailer support winch, hand crank with fast mode	S	S	S	S	S	S	X	S	S	S
Robust hydraulic support foot, stroke 70 cm, double-acting connection necessary	O	O	O	O	O	O	S	O	O	O
6/2 way-valve, combination for hydr. support foot and hydr. container locking	O	O	O	O	O	O	S	O	O	O
Fast version 40 km/h, observe perm. tongue load	S	X	S	S	S	S	S	S	S	S
Fast version 60 km/h, observe perm. tongue load	O	S	O	O	O	O	X	X	O	O
Fast version 80 km/h, observe perm. tongue load	O	O	X	X	O	O	X	X	X	X
Foldable underide guard, stroke 50 cm	X	X	O	O	O	O	O	O	O	O
Running gear with parabolic springs and hydraulic rear axle support	X	X	X	S	X	X	X	S	X	X
Running gear with air suspension and double leaf supports (single leaf support up to THL 16 L)	S	S	S	X	S	S	S	X	S	S
Lift axle for the front axle for version with air suspension	X	X	X	X	X	X	X	X	O	O
Starting help (ventilation of air bellows) for the front axle with air suspension	X	X	X	X	B	B	X	X	O	O
Reverse tap air suspension, lowering is avoided by tipping	S	S	S	X	S	S	S	X	S	S
Lifting/lowering function for the pneumatic running gear	O	O	O	X	O	O	O	X	O	O
Hydraulic running gear, protective tubes over the piston rods	X	X	X	X	X	O	X	X	O	O
Lift axle for the front axle for the version with hydraulic running gear	X	X	X	X	X	X	X	X	O	O
Version with BPW caster steering axle(s) with axle pressure disk	X	X	X	X	O	O	X	X	S	S
Version with hydraulic forced steering, BPW axles	X	X	X	X	X	O	X	X	O	O
Trailer coupling with locking pin at vehicle rear	X	X	O	O	O	O	O	O	O	O
Auxiliary tipping ram, increases the tipping capacity in case the container is hoisted	X	X	X	X	O	O	S	O	S	S
Independent oil supply with p.t.o. shaft and wireless remote control	O	O	O	O	O	O	X	O	O	S
Cranes (only available for low hitch position with ball head coupling)	X	X	X	X	X	O	X	X	O	O
Top pulling cylinder with chain	X	X	X	X	O	O	X	O	O	O
BODY + ROLL-OFF CONTAINERS	THL 8 L	THL 10 L	THL 11 L	THL 11 P	THL 16 L	THL 21 L	THL 21 L Carrier	THL 21 P	THL 25 L	THL 30 L
Roll-off tipper conceived for container for City hooklift acc. to DIN 30722 part 3	S	X	X	X	X	X	X	X	X	X
Roll-off tipper for container with pick-up bracket 50/60 mm acc. to DIN 30722 part 1+2	X	S	S	S	S	S	S	S	S	S
Roll-off tipper with push arm	S	S	S	S	S	S	S	S	S	S
Hydraulic container locking device, double-acting spool valve necessary	S	S	S	S	S	S	S	S	S	S
Roll-off tipper with articulated push arm	X	X	X	X	X	O	X	O	O	O
Hook height 1.45 m for export vehicles (observe the significantly reduced lifting capacity)	X	O	O	O	O	O	O	O	O	O
Painting in other colours (standard painting = Fendt grey satin-finish)	O	O	O	O	O	O	X	O	O	O
EU type approval for vehicle up to 40 km/h	X	X	S	S	S	S	S	S	S	S

O = Option surcharge  
 S = Standard  
 B = On demand / consultation necessary  
 X = Not available  
 x1 = For version with forced steering

# WHEN IS WHICH HOOKLIFT TRAILER USEFUL?



## WHAT SHOULD BE CONSIDERED WHEN PURCHASING A HOOKLIFT TRAILER?

### WHICH TRACTOR IS USED (TYPE, SIZE, kW/hp)

You will find a clue to the correct assignment of tractor unit (tractor/truck) and hooklift trailer in the tables on the following pages 24 - 26.

### WHICH REQUIREMENTS DOES THE TRACTOR HAVE TO THE TRAILER?

We offer a lot of hitch heights and variants. It must also be clarified which operating pressure can be applied to the hooklift trailer. The electrical supply also requires attention.

### WHICH CONTAINERS ARE MAINLY MOVED?

Of particular interest here are the container lengths that are to be lifted and also tipped. You can find an assignment in the graphic above.

### WHICH RUNNING GEAR IS SUITABLE FOR YOUR TRAILER?

Hooklift trailers require intensive consultation. It is necessary to find the correct one from a multitude of axles, axle units, different wheelbases, steering systems and tyre possibilities.

### 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.

### TECHNICAL DETAILS IN TERMS OF HOOK HEIGHT IN GERMANY

We install a so-called City Lift only for the smallest hooklift trailer, the THL 8 L. This has a hook height of 90 cm according to DIN 30 722 Part III. In this case, the containers are considerably smaller and lighter than the usual standard containers – precisely for “the city”.

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

For the heavy-duty 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 many 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), other tunnel dimensions and container locking devices. If you have any questions about this, we would be pleased to advise you.



# HIGH FLEXIBILITY...

# ...DUE TO A LARGE SELECTION OF CONTAINERS.



In terms of special containers, we cooperate successfully with the company BRUNS from Geeste for many years.

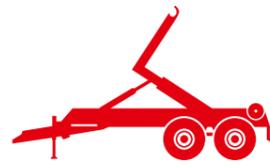


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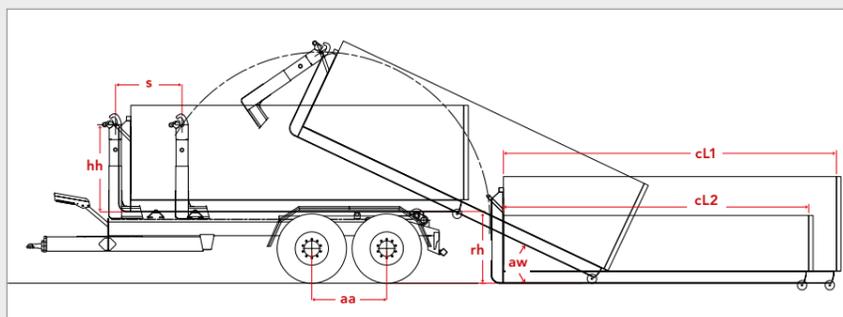
www.bruns-umwelttechnik.de

# Technical data

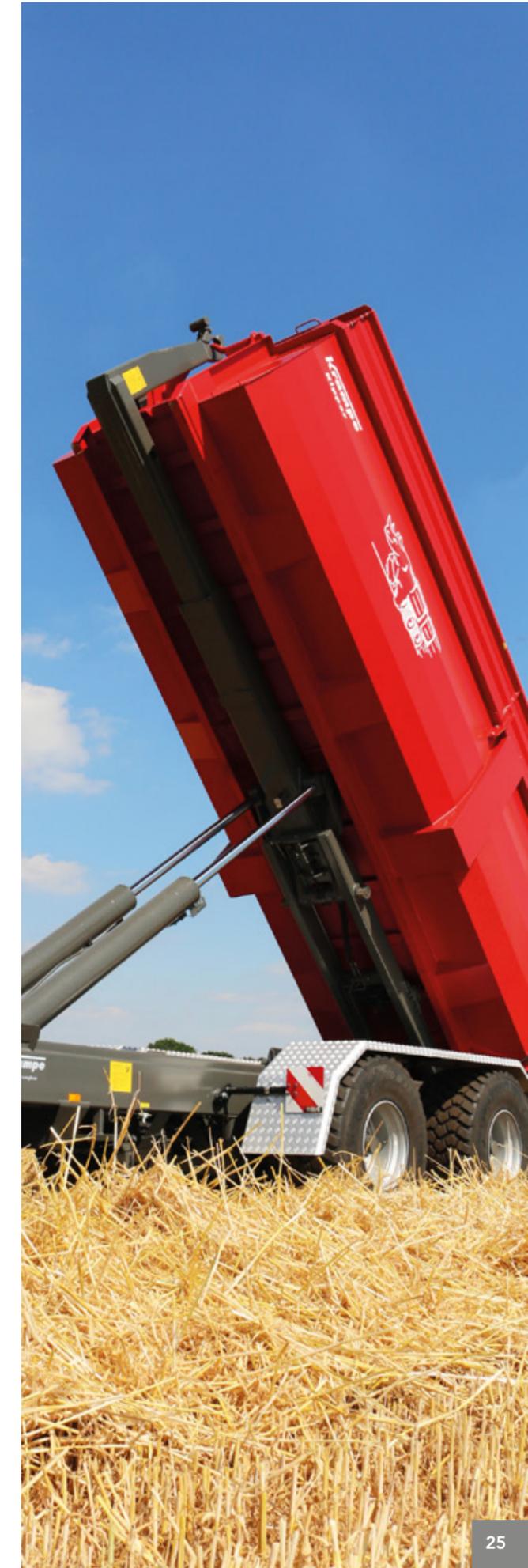
## Individual construction



Technical data	Tandem-hooklift					Tridem-hooklift	
	THL 8 L	THL 10 L	THL 11 L	THL 16 L	THL 21 L	THL 25 L	THL 30 L
Hooklift trailer for roll-off containers							
Perm. GVWR on public roads	12.00t	14.00t	16.00t	18.00t	22.00t(24.00t)***	31.00t(34.00t)***	31.00t(34.00t)***
Empty weight without roll-off container*	approx. 3.06t	approx. 3.85t	approx. 3.65-3.90t	approx. 4.50-5.70t	approx. 4.90-6.90t	approx. 7.50-9.20t	approx. 8.20-9.90t
Payload acc. to German traffic reg. without container*	approx. 7.94t	approx. 10.15t	approx. 12.35t	approx. 13.50t	approx. 17.10t(19.10t)	approx. 23.50t(26.50t)	approx. 22.80t(25.80t)
Speed variants	40, 60 or 80 km/h	60 or 80 km/h	40 or 60km/h	40, 60 or 80 km/h	40, 60 or 80 km/h	40 or 60 km/h	40 or 60 km/h
Tractive power requirement	from 74 kW(100 PS)	from 74 KW(100 PS)	from 59 kW(80 PS)	from 74 kW(100 PS)	from 103 kW(140 PS)	from 147 kW(200 PS)	from 147 kW(200 PS)
Hydraulic system							
Lifting capacity, container on the ground	approx. 8.00t	approx. 11.00t	approx. 11.00t	approx. 16.00t	approx. 20.00t	approx. 25.00t	approx. 30.00t
Tipping capacity, container pushed forwards	approx. 8.00t	approx. 11.00t	approx. 11.00t	approx. 18.00t	approx. 22.00t	approx. 25.00t	approx. 30.00t
Auxiliary tipping ram (starting ram)	not available	not available	not available	Standard	on request	Standard	Standard
Operating pressure	180 bar	200 bar	200 bar	200 bar	200 bar	200 bar	310 bar
Oil requirement	approx. 12 Litres	approx. 13 Litres	approx. 13 Litres	approx. 18 Litres	approx. 23 Litres	approx. 32 Litres	-
Required oil connections/option	at least 3 double acting Wireless remote control	at least 3 double acting Wireless remote control	at least 3 double acting Wireless remote control	-			
Independent oil supply	not available	not available	not available	on request	on request	on request	Standard
Hooklift system							
Roll-off tipper type (standard)	08-42 S	11 09-45 S	11 09-45 S	18-4750 S	21-5700 S	25-6800 S	30-6800 S
Possible container lengths (cL1 and cL2)	4.50 m (max. 4.75 m)	4.50 m Heavy loads 5.00 m Light loads	4.50 m Heavy loads 4.75 m Light loads	4.50-4.75 m (max. 6.50 m)**	5.00-5.75 m (max. 7.50 m)**	6.50-7.00 m (max. 8.50 m)**	6.50-7.00 m (max. 8.50 m)**
Hook height ****	„City“ Hook height 90 cm	Hook height 1.57 m	Hook height 1.57 m	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)	1.00 m	1.10 m	1.10 m	0.95 m (max. 1.45m)	0.95 m (max. 1.55 m)	1.65 m	1.65 m
Container locking device	hydraulic, inside	hydraulic, inside	hydraulic, inside	hydraulic, inside	hydraulic, inside	hydraulic, inside	hydraulic, inside
Roller height with standard tyres (rh)	1.02 m	1.07 m	1.07 m	1.12 m	1.27 m	1.35 m	1.35 m
Lifting angle (aw) with standard tyres	26° 235/75 R 17.5	20° 385/65 R 22.5	20° 385/65 R 22.5	23° 385/65 R 22.5	21° 560/60 R 22.5	21° 600/55 R 26.5	21° 600/55 R 26.5
Tipping angle with standard roll-off container	49°	49°	49°	56°	52°	52°	55°
Current tyre alternatives	355/60 R 18 19,0/45-17	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	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							
Axle unit/option	Air suspension -	Air suspension -	Air suspension/ Parabolic springs	Air suspension/ -	Air suspension/ Parabolic springs/ hydr. running gear	Air suspension/ hydr. running gear	Air suspension/ hydr. running gear
Wheelbase (aa)	99 cm	1.31 m	1.31 m	1.36 m	1.36 m (1.55m/1.81 m)	1.55 m (1.81 m)	1.55 m (1.81 m)
Hitch	40 mm DIN 74054	40 mm DIN 74054	40 mm DIN 11026 (or 80 mm Ball head coupling)	40 mm DIN 11026 (or 80 mm Ball head coupling)	40 mm DIN 11026 (or 80 mm Ball head coupling)	80 mm Ball head coupling	80 mm Ball head coupling
Max. perm. tongue load	1t	1t	2t	2t	2 t bzw. 4 t (40 km/h)	4 t (40 km/h)	4 t (40 km/h)
Drawbar	rigid (height adjustable on request)	rigid (height adjustable on request)	rigid at top/at bottom	rigid at top/at bottom (optional hydr./ Silentblocks)	rigid at top/at bottom (optional hydr./ Silentblocks)	rigid at bottom (optional hydr./ Silentblocks)	rigid at bottom (optional hydr./ Silentblocks)
Brake axles/wheel brakes	6 hole 300 x 100 mm	10 hole 410 x 120 (406 x 140 mm)	10 hole 410 x 120 (406 x 140 mm)	10 hole 410 x 120 (406 x 140 mm)	10 hole 410 x 180 mm (420 x 180 mm)	10 hole 410 x 180 mm	10 hole 410 x 180 mm
Track width at rim offset 0	1.80 m	1.95 m	1.95 m	1.95 m	1.95 m (2.15 m)	2.15 m	2.15 m
Axle cross section	100 mm	120 mm	120 mm	120 mm	150 mm	150 mm	150 mm



- \* Empty weight and payload depend on the respective equipment, in case of exceptional special equipment such as crane or an extra-long container, the weight can increase
- \*\* For these vehicle types, different long hooklift hoists are available, depending on the requested container length, option against surcharge. In case of an extra-long container, an extendable underride guard can alternatively be used. Please let us advise you comprehensively
- \*\*\* 10 t single axle load are permitted only with a wheelbase of 1.81 m in Germany, perm. GVWR therefore 24 or 34 t at 40 km/h
- \*\*\*\* Different hook heights are available for export markets, thus the lifting capacity also changes with the container on the ground. Technical data are non-binding, construction alterations reserved
- \*\*\*\*\* Export





Technical data	Tandem
<b>Hooklift trailer for roll-off tipper</b>	<b>THL 21 L Carrier Tandem Hooklift</b>
<b>Perm. GVWR on public roads</b>	22.00 t
<b>Empty weight without roll-off container*</b>	approx. 5.40 t
<b>Payload acc. to German traffic reg. without container*</b>	approx. 16,60 t
<b>Speed variants</b>	40 km/h
<b>Tractive power requirement</b>	from 103 kW (140 PS)
<b>Hydraulic system</b>	
<b>Lifting capacity, container on the ground</b>	approx. 20,00 t
<b>Tipping capacity, container pushed forwards</b>	approx. 22,00 t
<b>Auxiliary tipping ram (starting ram)</b>	Standard
<b>Operating pressure</b>	200 bar
<b>Oil requirement</b>	ca. 23 litres
<b>Required oil connections/option</b>	at least 3 double acting
<b>Independent oil supply</b>	not available
<b>Hooklift system</b>	
<b>Roll-off tipper type (standard)</b>	21-6200 S
<b>Possible container lengths (cL1 and cL2)</b>	5.50-6.25 m (max. 6.75 m)**
<b>Hook height ****</b>	Hook height 1.57 m
<b>Container push arm with stroke (s)</b>	1.45 m
<b>Container locking device</b>	hydraulic, inside
<b>Roller height with standard tyres (rh)</b>	1.27 m
<b>Lifting angle (aw) with standard tyres</b>	21° 560/60 R 22.5
<b>Tipping angle with standard roll-off container</b>	52°
<b>Current tyre alternatives</b>	445/65 R 22.5 600/50 R 22.5
<b>Running gear</b>	
<b>Axle unit/option</b>	Air suspension
<b>Wheelbase (aa)</b>	1.36 m
<b>Hitch</b>	80 mm ball head coupling
<b>Max. perm. tongue load</b>	4 t (40 km/h)
<b>Drawbar</b>	rigid at bottom
<b>Brake axles/wheel brakes</b>	10 hole
<b>Track width in case of 0 wheel offset</b>	1.95 m
<b>Axle cross section</b>	150 mm

# STRONG. PRACTICAL. GOOD.

„Nothing is impossible“ is part of the Krampe philosophy. Krampe is a individual-product manufacturer and not a volume one. The special requests of our wide-ranging clientele are our daily bread. With the model THL 21 L Carrier, we have taken a new additional route. The experience of decades shows that there are especially popular vehicle configurations corresponding to the needs of a lot of customers.

The model THL 21 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 22 t, double leaf supports for a high driving confort, a reinforced main rams 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!

\* Empty weight and payload depend on the respective equipment, in case of exceptional special equipment such as crane or an extra-long container, the weight can increase  
 \*\* For these vehicles, different long hooklift hoists are available depending on the requested container length, option against surcharge. In case of an extra-long container, an extendable underride guard can alternatively be used. Please let us advise you comprehensively For these vehicles, different long superstructures are available depending on the requested container length, option against surcharge. In case of an extra-long container, an extendable underride guard can alternatively be used. Please let us advise you comprehensively  
 \*\*\* Different hook heights are available for export markets, thus the lifting capacity also changes with the container put down  
 \*\*\*\* Different hook heights are available for export markets, thus the lifting capacity also changes with the container put down Technical data are non-binding, construction alterations reserved

## Tyres

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

Dimensions	Version	Height in mm	Max. width	Load Index
19.0/45-17.5	new	868	478	156A8
235/75 R 17.5	new	796	245	143 J
355/60 R 18	new	870	355	142 J
435/50 R 19.5	new	931	438	160 J
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

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 the one hand and roadworthiness on the other hand cannot be put on the same rim, we have listed the complete range of all common 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.



# Krampe

QUALITY ON WHEELS



Info: Illustrations on these pages partly comprise special equipment which are not available for all vehicle models. THL 22-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 trailer 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!

Contact your local dealer for further information.