



Walking floor-tipping semitrailer

SKS 20/950 offroad

SKS 30/1050 road



SKS19-GB

Walking floor-tipping-semitrailer: 3in1 Walk ↔ tipp ↔ safe



On this picture: horizontal unloading by the walking floor, optionally available with partition wall

Concept: The combination of walking floor together with a tipping semitrailer represents a new vehicle concept. For this purpose, components from the truck sector which have already proved themselves a thousand times and which are suitable for almost all common loads have deliberately been used. The variable mix of walking floor and rear tipper becomes appealing: On uneven ground, the load can first be moved a bit backwards by the walking floor and then the tipping process can be started. Through the „breaking“, the load slides better by being tipped. The centre of gravity is then lowered.

Advantages: In case the load might have set during the transport, the semitrailer must no longer be tipped so steep after „breaking“. The stability is therefore increased. This is a very important safety aspect especially for tipping semitrailers with long bodies! When using usual tippers, tractor units are often raised or at least strongly relieved during unloading of sticky goods and especially during the abrupt slipping at the end of the tipping process. Tractor units without an all-wheel drive have often the problem of not being longer able to move forwards. It is not the case with the SKS: After having lowered the tipping body, the semitrailer moves away from the bunch through the walking floor and the residual material in contrast to other tippers which are non-maneuvrable due to a high negative tongue load. It is left up to the driver and to the local conditions to unload whether in a conventional manner by tipping or by using the walking floor.

Hydraulic system: A switch valve assures that the functions walking floor <> tipper as well as the hydraulic tailgate are actuated by means of the wireless remote control. Electronic assistants such as rear view camera, smartboard (ECAS system) or a sensor producing a warning sound if the inclined position of the semitrailer exceeds 3° are also available. They are cost-effective and make daily work easier.

Tyres: The two-axle tipping semitrailer with walking floor SKS 20 has wide low pressure tyres, tyres up to 30.5" can therefore be mounted. The offroad chassis is particularly robust and torsion-resistant but has a higher weight. The three-axle semitrailer with walking floor SKS 30 possesses a higher load volume due to the longer body and has been designed in a weight-optimized way as road vehicle. Tyre dimensions up to 445/65 R 22.5 are possible.



Technical data	Two-axle semitrailer SKS 20/950 offroad	Three-axle semitrailer SKS 30/1050 road
Fifth wheel load	12,000 kg (techn. 14,000 kg)	11,000 kg (techn. 12,000 kg)
Axle load	20,000 kg (techn. 24,000 kg)	24,000 kg (techn. 27,000 kg)
Permissible GVWR (Germany)	32,000 kg (techn. 34,000 kg) / 60 or 80 km/h	35,000 kg (techn. 39,000 kg) / 80 km/h
Empty weight depending on equipment	approx. 7,800 – 8,500 kg	approx. 7,560 – 8,320 kg
Payload acc. to German Traffic law, depending on equipment	approx. 24,200 kg	approx. 27,440 kg
Alu body / transport volume LxWxH	9.60 x 2.36 x 2.05 m / 47 m ³	10.50 x 2.46 x 2.30 m / 59.4 m ³
Walking floor/ width/thickness and surface of floor profiles	Cargo Floor 112/8 even	Cargo Floor 112/6 even
Oil requirement/ tipping angle/ operating pressure	107 liters/ 50° / 200 bar	107 liters/ 48° / 200 bar
Running gear (drum or disc brakes)	Gigant or ADR axles, air suspension	SAF or BPW axles, air suspension
Wheel bearing load at 105 km/h, track width	10 t, 2,040 or 2,150 mm	9 t, 2,040 mm
Hydraulic tailgate/ lift/lowering valve	Standard	Standard

Technical data are non-binding. Constructional alterations reserved

Krampe Fahrzeugbau GmbH

Zusestraße 4, D-48653 Coesfeld
Tel.: +49 (0) 25 41/80 178-0 | Fax: -14
E-Mail: info@krampe.de
Internet: www.krampe.de



... always a nose ahead!

Your retailer will be able to offer advice