



Body tippers

Big Body



BB 19-GB

Seven good reasons for buying Krampe

Quality on wheels

This is the guiding principle of our company that has made us what we are today – Germany's uncontested market leader and manufacturer of tractorpulled half-pipes and body tippers for the agricultural industry.

Quality engineering with distinction

Our trailers are outstanding for their superior dependability and long machine life. Furthermore, they enjoy a resale value that tells its own tale.

Light-footed but ultra strong

Well-conceived designs and the use of high-tensile steels make for a reduced empty weight of our trailers.

Tailored to your needs

We customise your trailer to your specific requirements and applications. There is (virtually) nothing we cannot deliver!

High quality, right down to the finest detail

We exclusively rely on the highest-quality components and assemblies for the manufacture of your trailer.

We never stand still

We continuously advance our products and develop viable solutions that work for you. We listen and respond fast and flexibly.

Made in Germany

We are based in Germany, and we manufacture in Germany.



Krampe has grown from a small village smithy...



...and established itself through devotion and aptitude as well as through the tenacity for which the Westphalian folks in our region are known.



The Krampe vehicle manufacturers aim to deliver "Quality on Wheels" and innovative products.

Content	3
Big Body benefits	4–5
Big Body Tandem-axle tippers	6–7
Big Body Tridem-axle tippers	8–9
Big Body S two-way tippers	10–11
DA “Roadrunner” drawbar trailers	12–13
Swap body trailer with slurry transport unit	14–15
Running gear and chassis	16–18
Extensions	19
Bodies	20–21
Covers	22
Tailgate, accessories and unloading devices	23
The paint finish	24
Aspects to consider when buying a tipper	25
Carrier specifications	26–27
Custom specifications	28–30
Tyres	31

Krampe tippers.

Krampe offers a huge portfolio of more than 30 different models and even more versions, making it clearly one of the largest product ranges available.

All our models undergo constant revisions and upgrades as our engineers listen to farmers and contractors who share their experience with us. This way we can design and build equipment that works for them and which they value because they can depend on it.

Combining a low empty weight with a high-quality running gear and excellent tyres, our machines offer very light pulling and therefore great fuel economy. More than that, they are also suitable for being pulled by relatively light-weight tractors.

You are invited to benefit from the quality that stems from more than 35 years of manufacturing body tippers and high-quality running gears.



All the benefits at a glance.

Less is more

This principle is certainly valid when it comes to the weight of a trailer, where every tonne of empty weight impacts on fuel economy. We at Krampe have focused for years on optimising trailer weights by using high-quality steels.

Dumping made easy

The conical and curved design of the body allows the material to flow easily from the tipper without sticking to the walls.

Profiled steel

The Big Body tipper offers the ultimate transport capacity. Using profiled steel plates to form the body we achieve maximum strength and rigidity whilst minimising the number of welds and cavities.

A neat feat

The top frame is made from massive 100 x 80 x 5 mm section steel which provides an absolutely smooth rim that is able to withstand great stress and strain. All components on the trailer are welded to prevent any ingress of water.

Want to go up in the world?

The standard-fit and removable aluminium ladder leads up the way.

Full range of hitch options

Choose between rigid or height-adjustable drawbars, between rubber dampening or hydraulic suspension. Anybody out there who can match with this?

Muscle man

The massive bellyband (two bands on Tridem models) transfers the load that is developing during the tipping cycle from the bottom to the top of the machine.

A good base

Choose a running gear that is tailored to your needs – parabolic springs, pneumatic suspension or hydraulic leveling and of course axle steering systems. Our experts will be pleased to offer comprehensive advice!

Unlimited choice of tyres

Our trailers are available with factory fitted tyres of your choice. You name the brand, size and tread.

A great tailgate

The tailgate is a matured masterpiece that offers an absolutely tight fit. Operated hydraulically as standard specification, the gate benefits from a cylinder that features an integral check valve and an additional load hold check valve which maintains the pressure that is applied to keep the gate closed.

Easy adjustment

The mudguards are bolted for easy and fast adjustment to different tyre dimensions. Mounted at a very steep angle, these 'fenders' won't collect any material.

One for all

The sides are made from single-piece plates that are manufactured from S355 grade steel and offer absolutely smooth surfaces on the inside. The steel plates are 4 mm thick (Big Body 500, Big Body 540 and Big Body 640 Carrier have 3 mm walls).



Large bodies for huge jobs.

Its enormous transport capacity and excellent ride comfort have made our Tandem body tipper a very popular trailer of literally universal use which is selling in high numbers.

We at Krampe are not manufacturers of mass products but of bespoke machinery that is tailored to the needs of our customers. A great number of machines are unique and one of a kind. Buyers of a Krampe trailer will customise their machine to their specific needs by choosing from a wealth of options and specifications, dimensions and paint finishes.

This said, decades of trailer manufacturing taught us that some configurations are more popular than others, meeting the demands of a wide range of customers. Based on this experience we manufacture a series of standard trailers that feature high-quality and defined specifications.

Our first standard series was the Jubi range, which was succeeded by the Premium range. Both model ranges set benchmarks that served others as guidelines. This tradition of standardised manufacturing along with its advantages for availability and pricing is now carried on by our new Carrier series.

The benefits

Packing it in

These models offer payloads of up to 22 t for on-farm applications and a gross weight of 16-24 tonnes at 40 km/h.

Steadfast

Big Body 650 and all higher-capacity models feature a hydraulic rear axle support system as standard specification. If specified with a pneumatic chassis, the body will automatically lower onto its rear axle during dumping. The hydraulic running gear has two sensor valves that block the oil flow between the chassis rams.

More than thirtyfive years of experience

The Big Body design has proven itself thousands of times in a great variety of applications and has often been copied because of its outstanding dependability.

Viable indeed

Our biggest Tandem-axle body tipper offers a capacity of up to 42 m³.

Lowered platform

The smaller Big Body 460 and 540 models have their platform and hence their centre of gravity lowered by 80 mm to increase the machine's stability both during road transport and dumping. In order to maintain the good ground clearance, we moved the springs and mounted them on top of the axles.

Big boots

Few manufacturers offer as large a choice of different tyre brands and sizes. We offer sizes of up to 30.5" for our high-capacity body tippers.

Unrivalled driver comfort

Superior operator comfort and enhanced road safety comes from pneumatic suspension, which is standard specification on the Big Body 790 and an option on all models from Big Body 650 onwards. Enjoy the comfort that comes from our refined technology.



The heavy-duty machine.

Are your prime movers getting even more powerful and are they about to crack the 500 hp mark? Then it could be time to think about investing in a higher-capacity body dumper that makes better use of your tractors' higher muscle power. At the same time, that extra power should be made wise use of. We at Krampe take up the challenge and develop high-capacity trailers that match those new high horsepower tractors and cater for contracting and large-scale farming businesses.

Hooked up to a modern high-power tractor, this is where our giant trailers definitely come into their own. As haulage distances grow and harvesting time windows close, Krampe body tippers offer the dependability and efficiency it takes to meet the challenge in the heat of harvest.

Seasoned operators have long been aware that Tridem trailers are not simply Tandem trailers that were given an extra axle. Far from that, a Tridem trailer offers totally different ride qualities. Our expert staff will be pleased to offer comprehensive advice.

The benefits

Ultimate stability in rough going

This machine has parabolic springs fitted as standard specification which offer a load rating of 36 tonnes. But we also offer pneumatic suspension and hydraulic axle levelling systems. Let us take your order and we will fit the high-quality chassis that suits your needs.

Safe and convenient

Unbeatable driver comfort and premium road safety comes from our optional pneumatic suspension.

Outstanding stability

A hydraulic chassis guarantees superior stability, which is important on models with high-centred bodies and closely spaced parabolic springs. A large suspension travel translates into outstanding off-road mobility, which results in a consistent and uniform wheel pressure for great ground hugging as well as a low draft requirement.

Let's get serious

Available with a length up to 9.80 m, this body boasts immense capacities. Our biggest Tridem body tipper offers a 50.1 m³ load area and a gross weight of 34 t while travelling at 40 km/h, depending on its axle base and permit.

Steering

Tridem trailers have two steered axles as standard specification. Traditional caster-steer axles involve the risk of unstable running in fast road travel or downhill operation – a risk that is eliminated by forced-steering axles which we recommend.

Shunting made easy

Reversing a Tridem trailer while its axles are locked is not an easy task, because the machine will roll only in a straight line as if it were running on tracks. If reversing around bends is part of the job, we recommend the use of a forced steering system which actively steers the machine around the corner as it is being reversed.

Giant payload

Krampe Tridem body tippers offer a whopping payload of approx. 28 t for on-farm use.

Optimum balance

Payload and empty weight are balanced to an optimum ratio. This applies in particular to the Tridem models.

Steadfast

All our Tridem body tippers have a 2.15 m track width and steered front and rear axles as standard. All our axles are sourced from BPW and ADR ('Black Bull').

Powerful

A high-capacity hydraulic ram delivers the tipping power that suits the job just right.

Two are better than one

For the Tridem trailers, two reinforcement belts assure an increased stability and prevent bulging of the long body.

You need more transport volume?

We provide a special designed Big Body Tridem with a higher volume. We will be happy to advise you.



Twice as good.

Side-tipping body tippers combine the strength of a rear-tipping body with the flexibility of a side-tipping dumper, presenting ideal solutions if buildings are not high enough. After all, sometimes building size does not grow as fast as the business.



The benefits

No leaks

The pivoting sides are lined with a grain proof sealing lip. The bottom seal is pressed to the body and effectively held in place by a hydraulic ram beyond TDC. The good old latch has long served its time.

Well specced

All side tippers have central stanchions, a chute and a hydraulic tailgate as standard specification.

Simply ingenious – ingeniously simple

The rubber lip and the standard chute plate are mounted on a stainless steel shaft, with the chute also serving as mudguard. This is a typical Krampe innovation that is a registered utility model.

Unyielding

The welded central stanchion as well as the top frame has been designed to minimise twisting and offer maximum stability.

A neat feat

The machine is engineered to reduce the number of moving components as well as most nooks and crannies which are so common on double sided competitor trailers. So our trailers are so much easier to clean.

Lightweight

The two-way dumper is much lighter in weight than a Tandem three-way tipper.

All sizes

The Big Body two-way tippers are supplied with bodies of 5.5 m to 9 m in length.

Suited to needs

The two-way tipper normally tips to the rear and to the left-hand side. Emptying to the right-hand side can be specified as an option. Typically designed like a rigid wall on a body tipper, the non-tipping side brings significant strength and resistance of twisting, especially to very long bodies and when hauling loads that are not evenly distributed.

Low profile

Owners can even fit 26.5" tyres or steered axles with 2,150 mm track widths without raising the machine's profile unnecessarily.

More capacity and greater mobility.

The Krampe DA "Roadrunner" drawbar trailers combine the best of two worlds – the popular Big Body tipper and the turntable running gear – to deliver both great manoeuvrability and huge capacities and present a viable high-capacity option to the smaller turntable trailers. The options listed in this brochure are available both for our Big Body series as well as for the DA "Roadrunner".



The benefits

Safe and convenient

The high-quality chassis and its massive pneumatic dampers which are mounted on cranked holders combine to eliminate any risk of rolling. Pneumatic suspension is standard specification on all our "Roadrunner" models because it also guarantees quiet and safe running.

2 in 1

Equipped with a body of up to 46,1 m³ in volume, one DA "Roadrunner" gives you the capacity you normally get from two 18 t turntable drawbar trailers.

Extremely nimble

"Roadrunner" offers easy steering, shunting and dependable tracking behind the tractor. The rear axle is steered as standard specification.

Effective protection

A roll-over sheet contains and protects the hauled material during transportation.

Excellent road stability

The machine design significantly reduces the side forces that act on the tractor's rear axle, especially when pulling a Tridem machine. This means the tractor is not carried off track during cornering.

As you like it

The "Roadrunner" is available in two versions – as a two-way side tipper and a rear tipper.

Big boots

Flotation tyres up to size 26.5" are available for the rear wheels.

Flexibility²

The new Krampe swap body trailer brings you more flexibility. Meeting your specific needs you can mount a Big Body tipper or slurry transport unit variable on top of our reliable and very maneuverable drawbar-trailer-chassis. Your tipper turns into a slurry transport trailer swiftly. Corresponding to the seasons of the year you can work more effectively and economically with this new Krampe transport system.

YouTube



The benefits

Benefits of the slurry transport unit

Carrying lots

The slurry transport unit offers a capacity of up to 26,000 l.

Quick changeover

Changing the body tipper into a slurry transport trailer and reverse is possible quickly and with just one person.

Flexible application

According to your needs, the interchange system is available with or without the Wittrock GP 6 pump unit.

Wittrock GP 6

The rotary piston pump ensures with 6 m³/min. a quick filling. A heavy-particle separation is assured by the pump unit "System Wittrock". It is driven by the load sensing system of tractor and controlled via sensor technology "Controlbox". The pump unit is removable tool-free due to the Euro-interchange system.

Coating

The premium coating guarantees an optimised corrosion protection and a superior durability.

Internal coating: Ceram coat

Outer coating: KTL & powder coating

You will find the benefits regarding the drawbar trailer DA 34 on page 13.

The running gear is fundamental.

- The running gear**
- is what you don't really see
 - is the part of a Krampe trailer that is packed with most of our expertise
 - is by far the most costly on a trailer
 - is what accounts for the ride quality
 - is what sets your Krampe tipper apart from other brands
 - will be the reason for great regret if it turns out to be a mispurchase

During the past few years, our engineers at Krampe have devoted themselves to the development of high-end solutions. Indeed, far from being mass products, our running gears are customised and tailored to individual requirements and needs, offering our customers the greatest choice of hitch systems, running gears and tyres.



Adaptable collision protection
A robust hose holder cares for a clean appearance and the adaptable collision protection allows an adjustment to your tractor. The drawbar offers almost infinitely variable height control.



Pneumatic suspension – low and smooth
Exceptionally quiet running comes from massive pneumatic bellows that are mounted on cranked supports. The air bellows deflate during tipping. Due to the cranked supports the platform height is significantly lower than the platform height with parabolic suspension.



Watch the humorous short film 'Beer Buddy' and learn how a pneumatic suspension controls ride quality.



Suspension as required
The height-adjustable drawbar is available on request whether with rubber blocks or with hydraulic ram. A retrofitting is even possible.



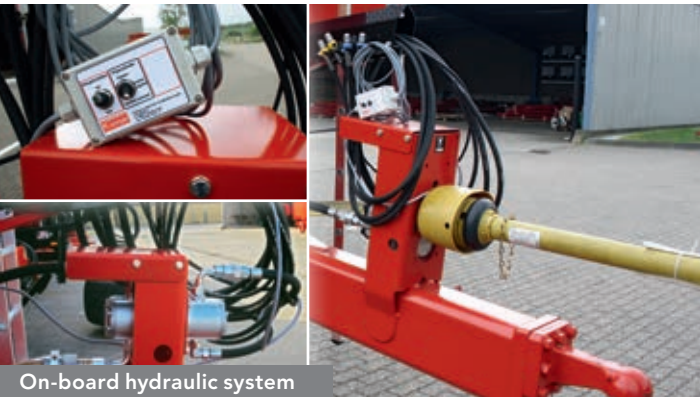
Electric steering
The electric forced steering system allows the operator to select one of many programs that control the trailer's response to the steering movements.



20 t parabolic springs
20 t parabolic springs at the Big Body 500/540 with remarkable high ground clearance.



24 t-32 t parabolic springs
24 t-32 t parabolic springs with axial arms on axles spaced at 1.36 m-1.55 m.



On-board hydraulic system
Buyers can opt for an on-board hydraulic system complete with pto shaft, hydromotor and control unit.



Protected cylinder
The steered axle has the brake cylinder arranged at a high clearance, offering maximum ground clearance and moving the brake cylinders out of the danger zone.



Hydraulic running gear
Few manufacturers have the experience we have in building hydraulic running gears. The standard protection tube prevents damage to the chromed piston rods.



32 t parabolic springs
32 t parabolic springs with axial arms on axles spaced at 1.81 m.

Precision solutions for professional applications.



Stability
The large space between the leaf springs enhances the machine's overall stability when travelling in rough terrain or when its centre of gravity is rather high.



Hydraulic rear axle support
The hydraulic rear axle support system comprises two rams that extend towards the rear axle during the tipping process, thereby eliminating any negative tongue load on the tractor's rear axle and thus any risk of the tractor end rearing up.



Telescoping ram with shut-off valve
The telescoping rams feature gimbal rings and taps. Cross beams and traverses add rigidity to the structure.



Adjustable underride guard
The adjustable underride guard offers a flexible ground clearance that is adjusted without tools.



Side guard
The side guard increases road safety and is a statutory requirement in many countries.



Manual pump for forced steering
You can apply pressure to the forced steering with the hand pump. A manometer enables monitoring the pressure.

A super structure.

A range of silage sides with inspection window are available in different dimensions to increase your haulage capacities. Due to the foldable silage side and the windows you gain a moderate loading height and an excellent visibility at the same time.



Alternative silage sides
The silage extensions are available as aluminium profile with a height of 40 cm or as steel profiles with a height of 60 or 80 cm.



Easy filling
The top of the headboard is V-shaped, offering easier filling when the trailer is following behind the forager.



Foldable silage sides
A combination of a foldable silage side (either on the left or right) and a headboard extension (80 cm) offers extra capacity, a variable loading height and excellent visibility.



Fast unlocking system
Optional: The locking and unlocking system for the silage extensions can be operated from the ground with a sturdy lever, a much easier and more convenient method for the operator.

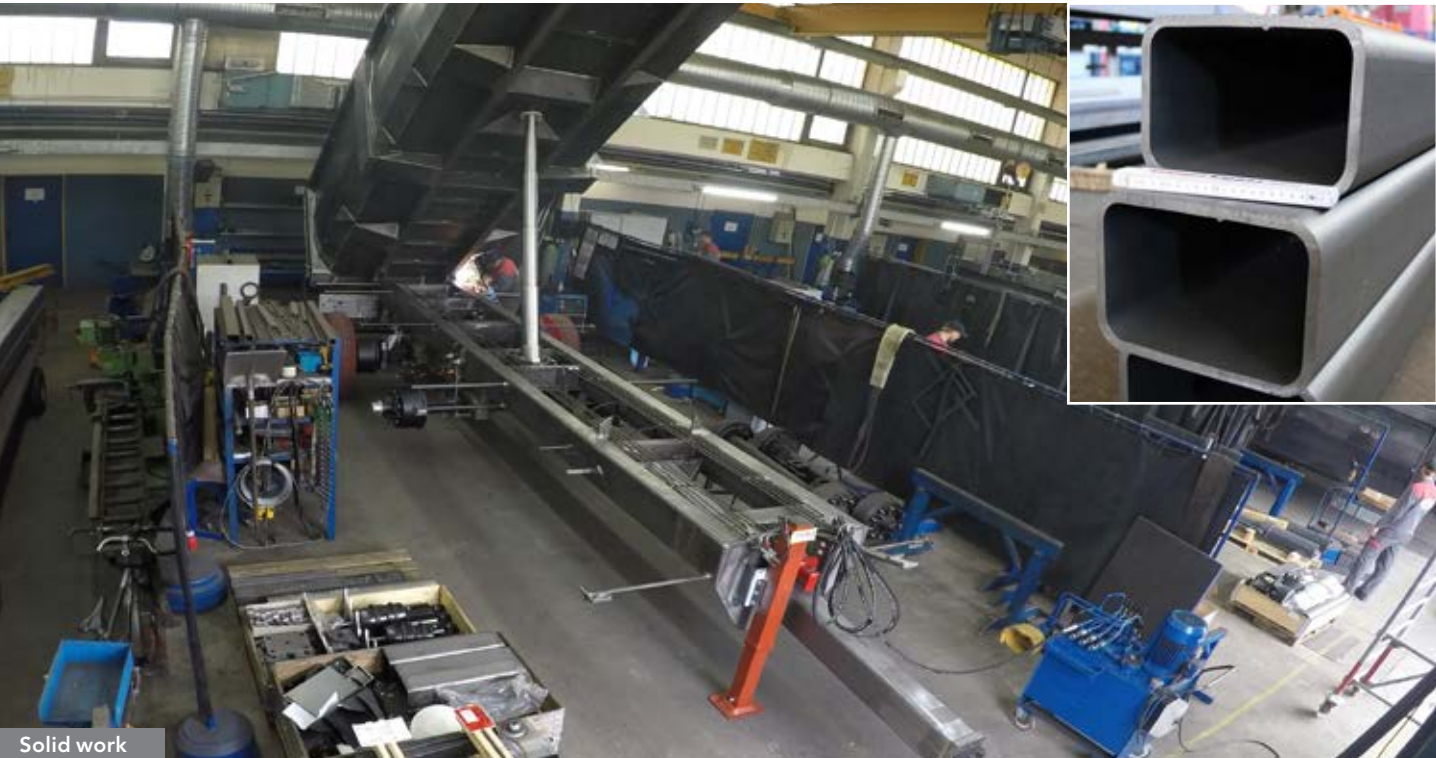


Lightweight volume increase
Aluminium extensions boost your transport capacities whilst keeping the empty weight low.



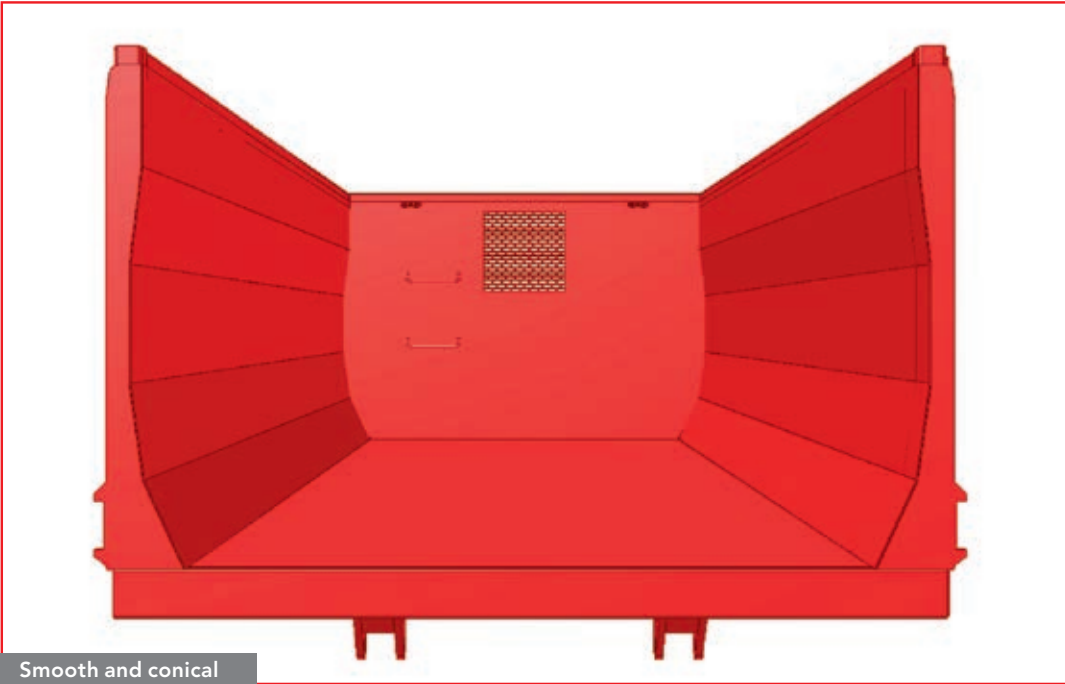
High top frame
A 200 mm top frame increases capacity without fitting extensions.

Bodies that last for ever.



Solid work

Lasts for ever: The chassis is manufactured from massive 300 x 100 mm box section; the body features single-piece 4mm S355 steel walls, a 100 x 80 mm top frame and waterproof welded stanchions. Made in Germany: Every trailer is manufactured in our production plant in Coesfeld, Flamschen.



Smooth and conical

Each side is formed from a single steel sheet and the floor, too, is manufactured mostly from a single plate. The interior walls are smooth as glass and the conical design allows sticky material to slide off more easily.



Waterproof

The base of the floor is heavily ribbed to add rigidity to the structure. The base bearers are made from section steel (no nooks and crannies!). The braces underneath the body are fully welded to eliminate any cavities and risk of corrosion.



Extended rear

Combining the Big Body 700 chassis with a Big Body 750 body the 'potato tipper' Big Body 740 offers an extended rear end for an easier unloading into a hopper. The rear end outlet slide can be complemented by two extra slides on the right and left for better flow control during unloading.



No leaks

The pivoting sides are lined with a grain proof sealing lip. The bottom seal is pressed to the superstructure and effectively held in place by a hydraulic ram beyond TDC. The good old latch has long served its time. The rubber lip and the standard chute plate are mounted on a stainless steel shaft, with the chute also serving as mudguard.

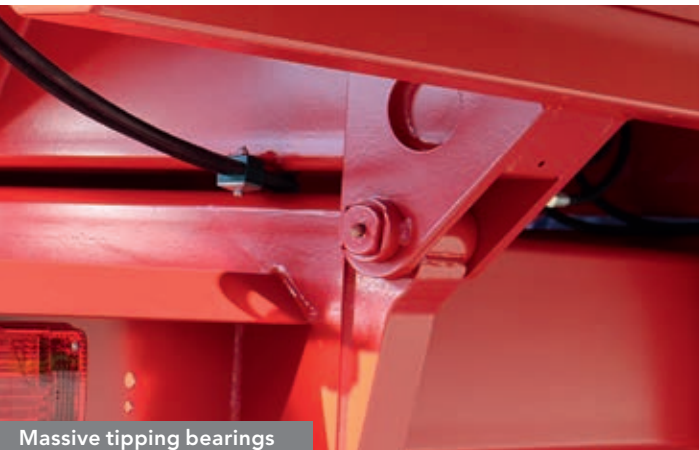


Tridem with 1 m body height

The Big Body tipper is also available as a low profile model which features 1 m high sides for low filling heights.



Tandem with 1 m body height



Massive tipping bearings

The massive tipping bearings have 40 mm pins and are mounted without play in brass bushings. We've not had any complaints in more than thirty years.



Enlarged inspection window

The enlarged inspection window offers great view of the load area.

Effective protection.

Securing loads will be an issue in many countries in the next few years. Some countries will require haulers to contain the hauled material such as silage on the trailer to make sure there are no losses during road transport.



Roll-up cover
Roll-up covers have always performed well on short bodies.



Roll-over sheet on silage extensions
Also on top of the silage sides.



VAKO cover system
Professional users will prefer a cover that folds away hydraulically.

Unfortunately, covers on long machines are not very easy to handle. But our engineers have developed a solution that suits every application and wallet.



Roll-over sheet
The roll-over sheet can be attached to the body itself.



VBK covers
The lateral foldable system offers a quick cargo covering.



Net cover system
Flex Cover with net cover.

A great tailgate.

A hydraulic tailgate has long since become a standard item on all body tippers. A typical Krampe innovation is the locking mechanism which presses the tailgate automatically to the body – a design that has meanwhile been copied by nearly all of our competitors. The system is both very simple and extremely effective.

The double-acting rams are retracted when the tailgate is closed and in this position, their piston rods are well protected of course. These rams feature an automatic locking valve – the accumulator has long since served its time – which implements a much higher pressure and tighter fit, especially in those cases where the tractor spools leak.



Really tight
A hook in combination with a check valve closes the rear door really tight.



Easy unloading
The chute plate is a big help when dumping potatoes into the hopper.



Strong auger
The auger unloads to the side at rates of 20 to 350 t/h.



Rear view
The trailer's rear featuring an automatic hitch, air and oil connectors, rear light guards and position lights.



LED rear light
Standard LED rear lights.



Slurry transport with a tipper
The new Huesker Flexcover Combi system allows a slurry transport in a regular trailer and increases the areas and times of application.

Great appearance and great protection.

The paint coat **plays a crucial role in the anti-corrosion formula of a machine**. However, it is the overall spraying process that gives the paint coat its protecting properties **as well as the finishing touch to the machine’s unique appearance**. Sound paintwork requires a well prepared base coat applied on an equally well prepared work piece. Many of our steel components are sand-blasted whereas aluminium components are supplied in a sand papered condition.

Before the parts and sheets enter the spray booth all surfaces are cleaned thoroughly with a vapour steam cleaner. Then they are phosphated and passivated. This treatment creates excellent conditions for applying an optimum coat.

We exclusively rely on **manual spraying processes**, because the complexity of our products and the great variety of options make it impossible to use automated painting. Besides, we often manufacture in small quantities and offer multiple colours, so that manual painting presents **the most flexible and viable solution for us**.

The paint is sprayed using **electrostatic application**. Here a two-component lacquer is heated to 60 °C while it is being pumped through the feeding line to the spray gun, a technology that minimises the use of thinners. The two components of this so-called 2K paint are metered and mixed vigorously in the correct ratio before the mix is pumped to the spray gun at 120 bar.

As the paint is atomised by the nozzle, it is charged with a voltage of 80,000 V and thereby accelerated towards the work piece, which attracts the paint like a magnet. The system is controlled electronically and provides maximum precision, **consistent quality and uniform thickness**. Furthermore, by minimising the use of solvents and avoiding overspray, this technology **is friendly to the environment and economises the use of resources**.

We have been applying single-layer painting since 2008. The paint bonds very well to the metal base, offering **excellent protection from corrosion**. Rigorous tests in close collaboration with our paint supplier subject the paints to **continuous quality assessments and optimisation**.

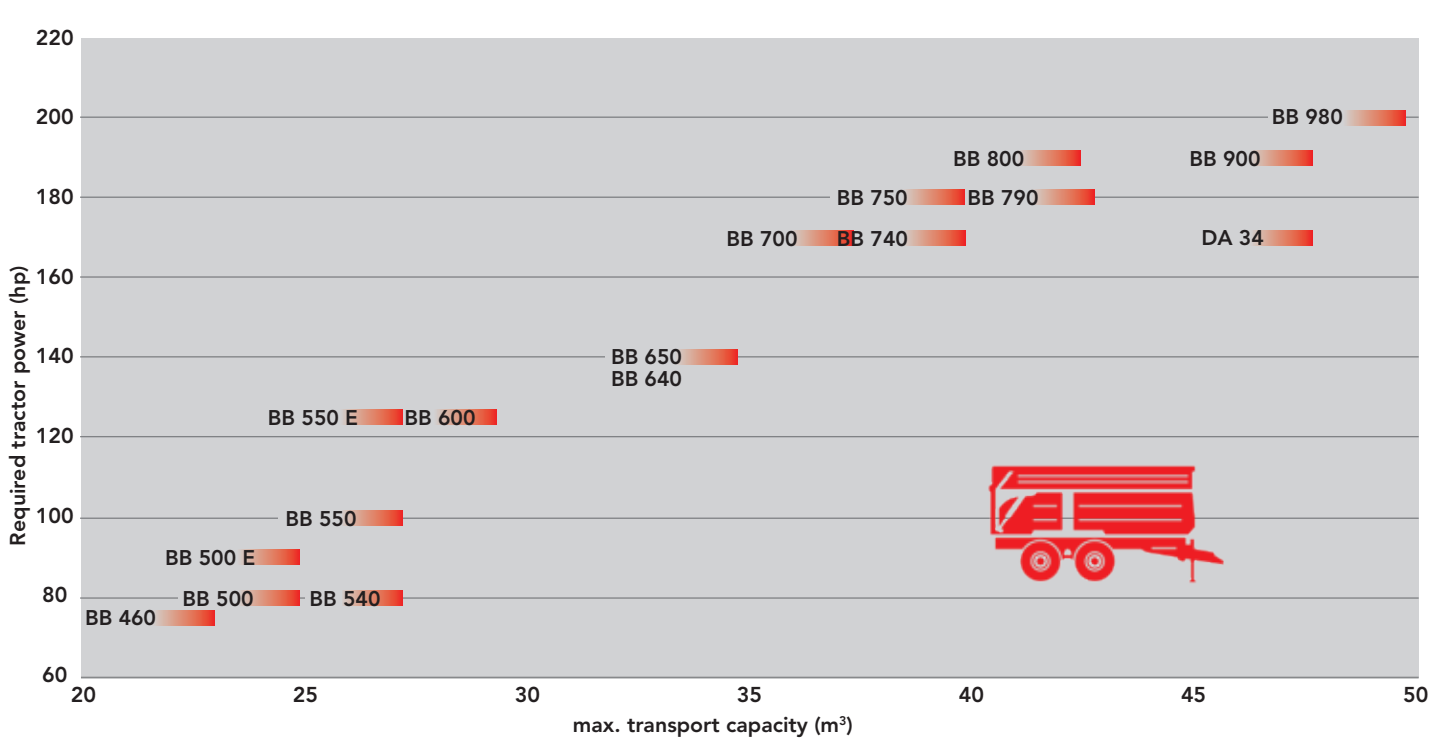
Our experience has been extremely good in the past few years. In addition to offering **excellent resistance to corrosion, these paint coats also offer great light stability** and therefore long-lasting colour and gloss retention even when exposed to intensive light conditions.

Besides, the **single-layer paint coat offers great elasticity** so that it will not crack upon stone impacts.

As well as striving for high-quality finishes we also aim to protect the environment. Therefore we use paints of high solid contents, which generate low-solvent emission levels. The drying process is given the time it takes to form a network-like structure. This way we also contain **CO₂ emission levels**, which for years have been maintained below the statutory VOC limits.

Our expert and experienced painters as well as our state-of-the-art spray painting and drying facility ensure **the consistently high quality** of our paint coats. This in turn takes a close collaboration of everybody involved – the manufacturers of the substances and those of the technical facilities. This is the way forward so we continue delivering those premium paint finishes that live up to Kramp’s ‘Quality on Wheels’ claim.

Which tipper works best for you?



Aspects to consider when buying a tipper

What type of tractor is used? (number/size of machines used, horsepower)

The above graph illustrates the interaction of a tractor and tipper.

What type of hitch system is required?

We offer various hitch heights and hitch systems. See page 16 for more information.

What materials are typically hauled?

See the specification sheets on pp 26–30 to determine the optimum ratio of material volume and payload.

What ride qualities should the tipper offer – field and/or road?

Parabolic springs are the best suspension system for short distance haulage applications at slow speeds whereas pneumatic suspension gives enormous benefits during long-distance hauls on bumpy dirt roads. Here this type of suspension is a boon for safety and operator comfort. Choosing the right tyre is crucial in minimising wear and running costs. You will find a large selection of tyres on page 31.

What is the application?

Our tippers are designed for agricultural and forestry applications but we also offer tippers for industrial materials haulage applications, naturally complete with the appropriate cargo securement systems.

Please do not hesitate to contact us for further information. We will be pleased to offer more advice.



Strong. Big. Powerful.

Decades of trailer manufacturing taught us that some configurations are more popular than others, meeting the demands of a wide range of customers. Based on this experience we manufacture a series of standard trailers that feature high-quality and defined specifications.

The standardised manufacturing of our Carrier series comes along with advantages for availability and pricing. Contact your local dealer.

CARRIER✓

Specifications	Tandem body tippers										
Model	Big Body 460	Big Body 500	Big Body 540	Big Body 550	Big Body 600	Big Body 640	Big Body 650	Big Body 700	Big Body 740	Big Body 750	Big Body 790
GVWR (Germany)	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/h²	24 t/40 km/h²	24 t/40 km/h²	24 t/40 km/h²
Payload in accordance with German transport law	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 ³	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
Max. tongue load	2 t	2 t	2 t	3 t	3 t	4 t	4 t	4 t	4 t	4 t	4 t
Adjustable drawbar	–	–	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Hitch height	95/101/106 cm	95/101/106 cm	55 to 90 cm	55 to 90 cm	55 to 90 cm	55 to 90 cm	55 to 90 cm	55 to 90 cm	55 to 90 cm	55 to 90 cm	55 to 90 cm
Min hp requirement	55 kW (75 hp)	59 kW (80 hp)	59 kW (80 hp)	74 kW (100 hp)	92 kW (125 hp)	102 kW (140 hp)	102 kW (140 hp)	125 kW (170 hp)	125 kW (170 hp)	132 kW (180 hp)	from 132 kW (180 hp)
Oil requirement/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°
Telescoping ram	4-stage	4-stage	4-stage	5-stage	5-stage	5-stage	5-stage	5-stage	5-stage	5-stage	5-stage
Stroke	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
Lift capacity in grain	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
Lift force at stage 1 at 200 bar	25 t	25 t	25 t	45 t	45 t	34 t	45 t	45 t	45 t	45 t	45 t
Brake system	Air / dual-line/ autom. load-sensitive valve	Air / dual-line/ autom. load-sensitive valve	Air / dual-line/ autom. load-sensitive valve	Air / dual-line/ autom. load-sensitive valve	Air / dual-line/ autom. load-sensitive valve	Air / dual-line/ autom. load-sensitive valve	Air / dual-line/ autom. load-sensitive valve	Air / dual-line/ autom. load-sensitive valve	Air / dual-line/ autom. load-sensitive valve	Air / dual-line/ autom. load-sensitive valve	Air / dual-line/ autom. load-sensitive valve
Braked axles	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud
Load rating at 40 km/h	per 11.5 t	per 11.5 t	per 11.5 t	per 10.0 t	per 10.0 t	per 11.5 t	per 13.0 t	per 14.0 t	per 14.0 t	per 14.0 t	per 14.0 t
Axle diameter	130 mm	130 mm	130 mm	120 mm	120 mm	130 mm	150 mm	150 mm	150 mm	150 mm	150 mm
Track width	1.95 m	1.95 m	1.95 m	1.95 m	1.95 m	1.95 m	1.95 m	2.15 m	2.15 m	2.15 m	2.15 m
Max. tyre diameter	1.25 m	1.25 m	1.25 m	1.27 m	1.27 m	1.27 m	1.38 m	1.38 m	1.38 m	1.38 m	1.55 m
Parabolic springs	16 t = Standard	20 t = Standard	20 t = Standard	24 t = Standard	24 t = Standard	24 t = Standard	32 t = Standard	Air	Air	Air	Air
Rear axle support system	–	–	–	–	–	–	Standard	Lowering	Lowering	Lowering	Lowering
Dimensions (m)											
Internal body dimensions (conical design)	4.65x2.32/2.22x1.52	5.05x2.32/2.22x1.52	5.55x2.32/2.22x1.52	5.55x2.32/2.22x1.52	6.0x2.32/2.22x1.52	6.5x2.32/2.22x1.52	6.5x2.32/2.22x1.52	7.0x2.32/2.22x1.52	7.5x2.32/2.22x1.52	7.5x2.32/2.22x1.52	8x2.32/2.22x1.52
Transport volume without extensions (in m³)	15.7	17.0	18.7	18.7	20.2	21.9	21.9	23.6	25.3	25.3	26.9
Transport capacity with 60 cm extensions	21.8	23.7	26.0	26.0	28.1	30.5	30.5	32.8	35.2	35.2	37.5
Transport capacity with 80 cm extensions	–	–	–	–	–	33.3	33.3	35.9	39.5	38.5	41.0
Height at 35°/51° tip (w)	5.18/5.80	5.50/6.20	5.65/6.40	5.73/6.50	6.00/6.85	6.15/7.05	6.41/7.36	6.66/7.71/49°	6.70/7.60/48°	7.06/7.96/49°	7.15/8.25/49°
Platform height, unladen (p)	1.34	1.34	1.34	1.46	1.46	1.46	1.57	1.53	1.53	1.53	1.53
Tyres	560/60 R 22.5	560/60 R 22.5	560/60 R 22.5	560/60 R 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	600/55 R 26.5	600/55 R 26.5
Height at 35°/51° tip (c)	1.15/1.12	1.15/1.12	1.00/0.92	1.18/1.10	1.18/1.10	1.04/0.95	1.30/1.20	1.20/1.01	1.06/0.86	1.20/1.01	1.01/0.95
Total length (g) ¹	6.27	6.72	7.49	7.29 (7.50)	7.90	8.39	8.41	8.95	9.40	9.38	9.89
Total height excl. extensions (f)	2.86	2.86	2.86	2.96	2.96	2.96	3.11	3.07	3.07	3.07	3.07
Measured from hitch eye centre to rear trailer hitch centre (m) ¹	6.00 (6.3)	6.41 (6.66)	6.55 (6.84)	6.69 (6.90)	7.40	7.64	7.87	8.38	8.41	8.80	9.10
Ground clearance (b)	0.91	0.91	0.91	0.93	0.93	0.93	1.02	0.98	0.98	0.98	0.98

¹ Figures in brackets refer to suspended hitches

² 24 t GVWR requires 1.81 m axle spacing in in Germany; individual axles rated to 10 t.

³ Empty weight including standard tyres.

See page 29 for a sketch illustrating the dimensions listed.



Custom specifications

																	
Specifications	Single-axle body tippers		Tandem body tippers												Tridem body tippers		
Model	Big Body 500 E	Big Body 550 E	Big Body 460	Big Body 500	Big Body 540	Big Body 550	Big Body 600	Big Body 640	Big Body 650	Big Body 700	Big Body 740	Big Body 750	Big Body 790	Big Body 800	Big Body 900	Big Body 980	
GVWR (Germany)	12.5 t/25 km/h	14 t/25 km/h	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/h²	24 t/40 km/h²	24 t/40 km/h²	24 t/40 km/h²	31 t(34 t)/40 km/h³	31 t(34 t)/40 km/h³	34.0 t/40 km/h²	
Payload in accordance with German transport law*	approx. 8.9 t	approx. 10.2 t	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 (on-farm use)	approx. 11.0 t	approx. 13.0 t	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*	3.6 t	3.8 to 4.2 t	3.9 t	approx. 4.1 t	approx. 4.2 t	approx. 5.2 t	approx. 5.8 t	approx. 5.0 t	approx. 6.5 t	approx. 6.8 to 7.6 t	approx. 6.9 to 7.9 t	approx. 7.0 to 8.0 t	approx. 7.1 to 8.3 t	approx. 8.1 to 9.7 t	approx. 8.3 to 10.2 t	approx. 8.4 to 10.5 t	
Max. tongue load	2.5 t	4.0 t	2.0 t	2.0 t	2.0 t	3.0 t	3.0 t	4.0 t	4.0 t	4.0 t	4.0 t	4.0 t	4.0 t	4.0 t	4.0 t	4,0 t	
Adjustable drawbar	Option	Standard	Option	Option	Option	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	
Hitch height	88/94/100 cm 55 to 85 cm ⁶	55 to 85 cm	95/101/106 cm 55 to 85 cm ⁶	95/101/106 cm 55 to 85 cm ⁶	95/101/106 cm 55 to 85 cm ⁶	55 to 90 cm	55 to 90 cm	55 to 90 cm	55 to 90 cm	55 to 90 cm	55 to 90 cm	55 to 90 cm	55 to 90 cm	55 to 63 cm	55 to 63 cm	55 to 63 cm	
Min hp requirement	66 kW (90 hp)	92 kW (125 hp)	55 kW (75 hp)	59 kW (80 hp)	59 kW (80 hp)	74 kW (100 hp)	92 kW (125 hp)	102 kW (140 hp)	102 kW (140 hp)	125 kW (170 hp)	125 kW (170 hp)	132 kW (180 hp)	ab 132 kW (180 hp)	140 kW (190 hp)	140 kW (190 hp)	147 kW (200 hp)	
Oil requirement/tipping angle	20 l/51°	26 l/51°	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/51°	44 l/49°	60 l/51°	60 l/48°	64 l/48°	
Telescoping ram	4-stage	5-stage	4-stage	4-stage	4-stage	5-stage	5-stage	5-stage	5-stage	5-stage	5-stage	5-stage	5-stage	5-stage	5-stage	5-stage	
Stroke	2,305 mm	1,805 mm	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	3,225 mm	3,225 mm	3,425 mm	
Lift capacity in grain	approx. 16 t	approx. 20 t	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	approx. 29 t	approx. 28 t	approx. 30 t	
Lift force at stage 1 at 200 bar	25 t	45 t	25 t	25 t	25 t	45 t	45 t	34 t	45 t	45 t	45 t	45 t	45 t	55 t	55 t	55 t	
Brake system	Air / dual-line	Air / dual-line	Air / dual-line/ autom. load- sensitive valve	Air / dual-line/ autom. load- sensitive valve	Air / dual-line/ autom. load- sensitive valve	Air / dual-line/ autom. load- sensitive valve	Air / dual-line/ autom. load- sensitive valve	Air / dual-line/ autom. load- sensitive valve	Air / dual-line/ autom. load- sensitive valve	Air / dual-line/ autom. load- sensitive valve	Air / dual-line/ autom. load- sensitive valve	Air / dual-line/ autom. load- sensitive valve	Air / dual-line/ autom. load- sensitive valve	Air / dual-line/ autom. load- sensitive valve	Air / dual-line/ autom. load- sensitive valve	Air / dual-line/ autom. load- sensitive valve	
Braked axles	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud	10-stud	
Load rating at 40 km/h	14.0 t	14.0 t	per 11.5 t	per 11.5 t	per 11.5 t	per 10.0/13.0 t	per 10.0/13.0 t	per 11.5 t	per 13.0 t	per 13.0 t	per 13.0 t	per 13.0 t	per 13.0 t	per 14.0 t	per 14.0 t	per 14.0 t	
Axle diameter	150 mm	150 mm	130 mm	130 mm	130 mm	120 mm	120 mm	130 mm	150 mm	150 mm	150 mm	150 mm	150 mm	150 mm	150 mm	150 mm	
Track width	1.95 m	1.95 m	1.95 m	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 (2.15 m)	1.95 m (2.15 m)	1.95 m (2.15 m)	1.95 m (2.15 m)	2.15 m	2.15 m	2.15 m	
Max. tyre diameter rating depends on axle base	1.38 m	1.67 m	1.25 m	1.25 m	1.25 m	1.27 m	1.27 m (1.5 m)	1.27 m	1.50 m	1.50 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	Option	nicht lieferbar	16 t = Standard	20 t = Standard	20 t = Standard	24 t = Standard	24 t = Standard	24 t = Standard	32 t = Standard	32 t = Standard	32 t = Standard	32 t = Standard	Pneumatic suspension	36 t = Standard	36 t = Standard	Pneumatic suspension	
Hydr. rear axle support system	–	–	–	–	–	Option	Option	–	Standard	Standard	Standard	Standard	Lowering	–	–	Lowering	
Dimensions (m)																	
Internal body dimensions (conical design)	5.05 x 2.32 / 2.22 x 1.52	5.55 x 2.32 / 2.22 x 1.52 [*]	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	6.0 x 2.32 / 2.22 x 1.52	6.5 x 2.32 / 2.22 x 1.52	6.5 x 2.32 / 2.22 x 1.52	7.0 x 2.32 / 2.22 x 1.52	7.5 x 2.32 / 2.22 x 1.52	7.5 x 2.32 / 2.22 x 1.52	8.0 x 2.32 / 2.22 x 1.52	8.0 x 2.32 / 2.22 x 1.52	9.0 x 2.32 / 2.22 x 1.52	9.8 x 2.32 / 2.22 x 1.52	
Transport volume without extensions (in m³)	17.0	18.7	15.7	17.0	18.7	18.7	20.2	21.9	21.9	23.6	25.3	25.3	26.9	26.9	30.3	32.9	
Transport capacity with 60 cm extensions	23.7	26.0	21.8	23.7	26.0	26.0	28.1	30.5	30.5	32.8	35.2	35.2	37.5	37.5	42.2	45.8	
Transport capacity with 80 cm extensions	–	–	–	–	–	–	–	33.3	33.3	35.9	38.5	38.5	41.0	41.0	46.1	50.1	
Height at 35°/51° tip (w)	5.50/6.20	5.84/6.64	5.18/5.80	5.50/6.20	5.65/6.40	5.73/6.50	6.00/6.85	6.15/7.05	6.41/7.36	6.70/7.75/49°	6.70/7.60/48°	7.10/8.00/49°	7.15/8.25/49°	7.20/8.45/51°	7.65/8.79/48°	7.95/9.21/48°	
Height at 35° side tip (ws)	–	–	–	–	–	4.06	4.06	–	4.20	4.20	–	4.20	–	4.20	4.20	–	
Platform height, unladen (p)	1.35	1.58	1.34	1.34	1.34	1.46	1.46	1.46	1.57	1.57	1.57	1.57	1.53	1.57	1.57	1.57	
Tyres	560 /60-22.5	800/45-30.5	560/60-22.5	560/60-22.5	560/60-22.5	560/60 R 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	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	
Height at 35°/51° tip (c)	1.10/1.04	1.32/1.22	1.15/1.12	1.15/1.12	1.00/0.92	1.18/1.10	1.18/1.10	1.04/0.95	1.30/1.20	1.30/1.20	1.10/0.90	1.30/1.20	1.12/1.01	1.30/1.20/51°	1.10/0.98/48°	0.94/0.78/48°	
Total length (g) ⁵	6.76	7.39	6.27 (6.57)	6.72 (6.97)	7.20 (7.49)	7.29 (7.50)	7.90	8.39	8.41	8.95	9.40	9.38	9.89	9.93	10.93	11.79	
Total height excl. extensions (f)	2.86	3.09	2.86	2.86	2.86	2.96	2.96	2.96	3.11	3.11	3.11	3.11	3.07	3.11	3.11	3.11	
Measured from hitch eye centre to rear trailer hitch centre (m) ⁵	6.41	6.87	6.00 (6.30)	6.41 (6.66)	6.55 (6.84)	6.69 (6.90)	7.40	7.64	7.87	8.38	8.40	8.80	9.10	9.40	10.15	10.55	
Ground clearance (b)	0.85	1.05	0.91	0.91	0.91	0.93	0.93	0.93	1.02	1.02	1.02	1.02	0.98	1.02	1.02	1.02	

* Own weights depend on the equipment, own weights including standard tyres

¹ Also available with body length of 4.65 m

² 24 t GVWR requires 1.81 m axle spacing in Germany; individual axles rated to 10 t

³ 34 t GVWR requires 1.81 m axle spacing in Germany; individual axles rated to 10 t

Higher payloads are available on specific export models. Designs are subject to change without notice

⁴ GVWR drops to 8 t and payload to 5.4 t if specified with auto reverse system

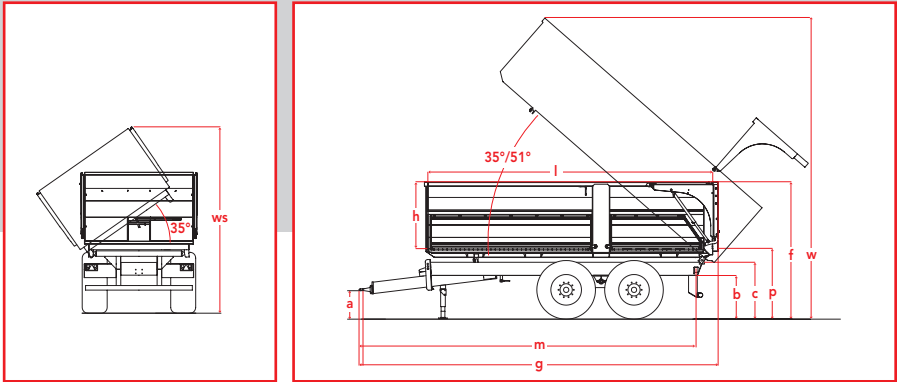
⁵ Figures in brackets refer to pneumatic hitches

⁶ A low position hitch can only be ordered with a suspended drawbar

Technical data are non-binding, constructional alterations reserved.

Precision down to the last millimetre!

See the table above for dimensions



DA "Roadrunner"



Specifications	Turntable drawbar models
Model	DA 34 "Roadrunner"
GVWR (Germany)	34(32)t/40(60) km/h
Payload in accordance* with German transport law	24 (22) t
Techn. payload (on-farm use)	approx. 28 t
Empty weight*	9.8 t to 11 t
Max. tongue load	4 (2) t
Adjustable drawbar	-
Hitch height	Bottom hitched drawbar
Min hp requirement	from 125 kW (170 hp)
Oil requirement/tipping angle	60 l/48°
Telescoping ram	5-stage
Stroke	3,225 mm
Lift capacity in grain	approx. 28 t
Lift force at stage 1 at 200 bar	55 t
Brake system	Air / dual-line/ autom. load-sensitive valve
Braked axles	10-stud
Load rating at 40 km/h	14 t
Axle diameter	150 mm
Track width	2.15
Max. tyre diameter	1260 front/1380 rear
Chassis	Pneumatic suspension
Rear axle support system	Lowering range
Dimensions (m)	
Internal body dimensions (conical design)	9x2.32/2.22x1.52
Transport volume without extensions (in m³)	30.3
Transport capacity with 60 cm extensions	42.2
Transport capacity with 80 cm extensions	46.1
Height at 35°/48° tip (w)	7.68/8.82
Height at 35° side tip (ws)	4.17
Platform height, unladen (p)	1.60
Tyres	445/65 R 22.5
Height at 35°/48° tip (c)	1.13/1.01
Overall length	10.8
Total height excl. extensions (f)	3.14
Measured from hitch eye centre to rear trailer hitch centre (m)	10.5
Ground clearance (b)	1.01

Please see pp 12–13 for further specifications.



Tyres

Dimension	Design	Height (mm)	Max. width	Load Index
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
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	167D
550/45-22.5	new	1,070	550	159 A8/156 B
550/60-22.5	new	1,230	550	163 B/159 E
600/55-22.5	new	1,270	600	166 B/161 E
600/55-26.5	new	1,350	610	165 E
700/50-26.5	new	1,333	700	170 B/166 C
850/50-30.5	new	1,670	850	186 A8/182 B

Different manufacturer information may apply.

No wheel strikes the perfect balance between off-road and on-road applications. Therefore this table lists a range of relevant tyre sizes and treads available from leading manufacturers, providing a comprehensive choice of wheel options. We are happy to offer advice on the best choice for your specific machine and application.

Tyres in the listed dimensions are available from various established brands.

Aeolus 77 A



BKT
FL 630



Alliance
Profile 380



BKT
FL 693



Alliance
Profile 390



Michelin
Profile XS



Michelin
Cargo X-BiB
High Flotation



Michelin
Cargo X-BiB



Road profile truck



Aeolus 74 A



Vredestein
Flotation Pro



Vredestein
Flotation Trac



Nokian
Country King



Nokian
CT BAS





A renowned manufacturer of Tandem and Tridem dumpers, Krampe has also become a synonym for creative and innovative engineering. Every tipper that rolls out of our factory is packed with more than 35 years of experience in trailer manufacturing. Even our earliest models were manufactured to such high standards that many of them are still in operation today. Don't hesitate to contact us or one of our dealers for further information. We will be pleased to advise you.

Krampe Fahrzeugbau GmbH

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



... always a nose ahead

Contact your local dealer for further information.