



## Hook lift trailers

THL

# 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 tractor-pulled 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
THL benefits	4–5
THL 8 L, THL 10 L, THL 16 L	6–7
THL 8 L, THL 11 L, THL 16 L, THL 21 L	8–9
THL 22 L, THL 25 L, THL 30 L	10–11
Running gear and chassis	12–13
Details	14–17
Crane equipment	18
The paint finish	20
Tipper check	21
Containers	22–23
Technical specifications for individual construction	24–25
Technical specifications THL 21 and 25 Carrier	26
Tyres	27

# Krampe trailers.

Krampe offers a huge portfolio of different models and even more equipment variants, 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 you and which you value.

Looking at all trailers, low empty weights lead to high payloads. You are invited to benefit from the matured vehicle concepts and quality that stems from more than 35 years of manufacturing tippers and high-quality running gears.





# All the benefits at a glance.

## Perfect allrounders

With the usage of swap containers the application areas are widely spread, e.g. in agriculture and forestry or in the construction, landscape gardening and municipal sectors.

## Efficient and economical

Using the hook lift roll off tipper with different swap containers a wide range of tasks can be carried out. That reduces everything to a single carrier vehicle, creating high utilisation at reduced procurement costs.

## Easy picking up

During the tipping process as well as while picking up and setting down the container, the pneumatic suspension is lowered, so there is no need for any hydraulic rear axle support. This results in a very shallow lifting angle which considerably improves the lifting capacity when the container is set down.

## Short or long?

A wide range of different lengths of hook lifts allows the transport of short or even extra-long containers.

## True thrust

All hook lift roll-off tippers are equipped with a hydraulic push arm as standard.

## Brand new

Krampe only mounts new hook lifts. They are customised to the requirements of the tractor. The modern roll-off tippers comply with the relevant safety standards and regulations.

## A good hook

Krampe covers the whole spectrum with hook heights from 0.90m (Citylift) to 1.57 m.

## Lightweight and high performer

The auxiliary frame of the hook lift gear is integrated in the Krampe chassis and solidly welded. This special design turns the frame into a load-bearing component. This reduces the tare weight and the roller height.

## Effortless

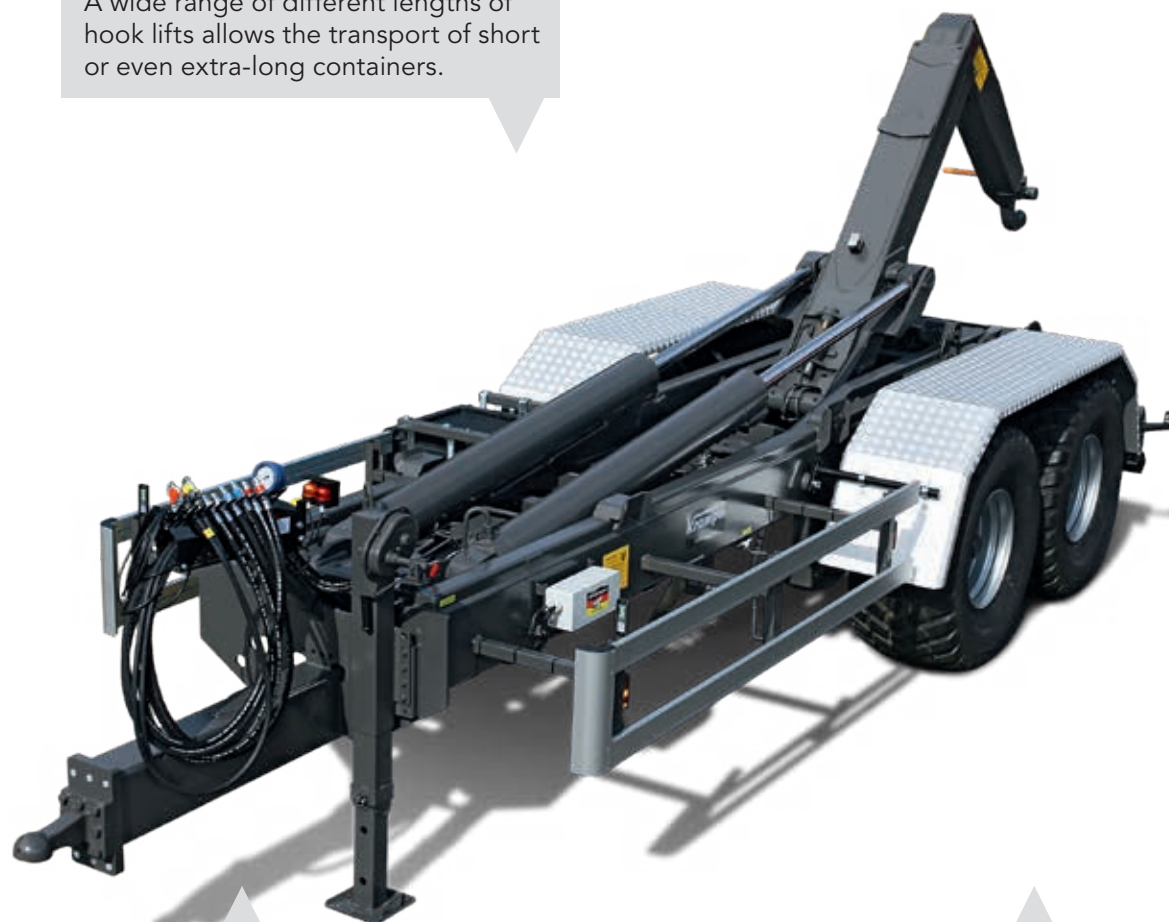
Sliding rollers make it easy to move the container (pick up and set down).

## Unlimited choice of tyres

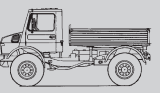
Our trailers are available with factory fitted tyres of your choice. You name the brand, size and tread.

## A good base

In addition to the standard pneumatic suspension, we also offer parabolic suspensions or hydraulic running gears for export.







# The municipal hook lifts efficient and maneuverable.



This are trailers you have always looked for: Trailers that can carry out almost all operations. Thanks to the compact design these trailers are thus very agile – ideal for manoeuvring on narrow building sites, in parks or driveways. Compared to a tandem three-way tipper, the efficient trailers demonstrate an enormous flexibility.

Due to the alternating systems, empty runs are reduced to a minimum. This means the compact hook lift vehicles are optimal, very economic workhorses in the construction industry and in the landscape gardening and municipal sector.

## The advantages at a glance

### Suitable for driving on motorways

The hook lift trailer models THL 8 L, THL 10 L and THL 16 L are specially designed for use behind a truck, UNIMOG or Fastrac. Alternatively, a conventional standard tractor can also be used, of course.

### Effortless and safe

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

### Quick and versatile

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

### Compatible with standards

As the connection dimensions of the containers are standardised, even already existing or used containers can be handled without any problem. This makes the hook lift trailers from Krampe an especially economic alternative.

### Small, but powerful

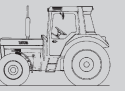
The THL 8 L uses city containers whose tare weight is 300 – 400 kg less than that of a standard container and benefits the payload. The hook height of the city container is 90 cm (hook adapters in accordance with DIN 30722, Part 3).

### Not only for professionals

The THL 8 L hook lift trailer has a narrow axle distance of only 99 cm, therefore it counts as a single-axis. The old driving license class III is still sufficient for an impressive 6.5 t payload, with a permissible total weight of 10.49 t.







# Robust and effective.



The hook lift trailer types THL 8 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 hook lift trailers can be optimally adapted to the respective tractor and the required application purpose.

The Krampe hook lift roll-off tippers provide a high degree of flexibility. Regardless of whether grain is transported in containers, work is carried out with an earthworks bin on construction sites or with the drying box for the transport of wood chips: The versatile applications lead to high utilisation of the trailer since 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 hook lift.



## The advantages at a glance

### The allrounder for a tractor

#### Low-pressure system

Our roll-off tippers are tailored to the use of tractors and can be operated with 200 bar. This saves time while omitting the cumbersome drive shaft.

#### 3 x double

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

#### Comfortable and safe

The air-suspended running gear ensures extremely smooth handling on the road and a shallow lifting angle when loading containers.

#### According to your requirements

We react flexibly: Containers with lengths up to 7,50 m can be transported with different roll-off tipper lengths. Many other options are available.

### THL 8 L + 11 L – compact and agile

#### A heavyweight

The hook lift trailer type THL11 L is short and convinces with its manoeuvrability and low empty weight of approx. 3.8 t. This allows a payload of more than 12 t.

#### No high demands

Tractors in the performance class of 75 – 100 hp (55 – 74 kW) are entirely sufficient, as this trailer takes only little oil from the hydraulic system of the tractor, and also small hydraulic systems ensure rapid loading and tipping times of the containers.

### THL 21 L – our bestseller

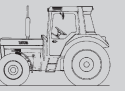
#### Adaptable

As well as the common high hitch drawbar, the trend is moving more and more towards a low hitch with ball coupling. This enables tongue loads of up to 4 t, which can be transferred to the tractor.

#### High payload

The air-suspended running gear is available with rigid axles as well as with a self-steering or forced steering axle. A permissible total weight of 24 t can be achieved at 40 km/h in Germany with an optimal axle-distance of 1.81 m.





# Large machines for huge jobs.



Move more in less time! The Krampe Tridem hook lift trailers answer increasing requirements with regard to transport volumes and routes in combination with even more powerful towing vehicles. With lifting capacities of up to 30t, containers with a maximum length of 8.50 m can be moved on public roads and with a payload of up to 26 t.



## The advantages at a glance

### Unrivalled driver comfort

Krampe hook lift roll-off tipper trailers have a pneumatic suspended running gear as standard, which provides unparalleled driving comfort and many other advantages. The air suspension is gaining ground in the agricultural sector. Many detailed improvements from Krampe have contributed to this.

### Outstanding off-road performance

A pneumatic suspension or hydraulic running gear permits exceptional off-road performance. Uniform wheel pressure is implemented with ideal ground adaptation and low traction requirement. Both running gears are lowered when picking up containers.

### Safely steered

Tridem trailers are equipped with two steering axles as standard. With conventional self steering axles, driving fast on roads or sloping terrains can result to unstable driving behaviour. Similarly, a Tridem with blocked axles can only be pushed straight back, it runs almost "as if it were on rails". For these reasons, we advise using hydraulic forced steering that actively steers when manoeuvring in reverse. Electronically-controlled forced steering is available as a further option.

### Stable

All Tridem trailers have a track width of 2.15 m. Axles from BPW or ADR are used.

### 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 or up to approx. 30 t can be tipped here. A start tipping ram is installed as standard.

### Would you like something else?

The THL 30 L is equipped with its own oil supply and a wireless remote control. Containers with a weight of 30 t can be safely picked up and also tipped.

### On the hook

The extensive product range includes everything you need. Extra-long containers up to 8.50 m can be transported, also articulated versions and a lot of export equipment are offered.



# 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.



Our drawbars feature extremely slim designs that make for very tight turns. In addition, a forced steering system keeps your trailer on track at all times, at high speeds, in boggy terrain and when reversing. Moreover, it reduces tyre wear and running gear stress and strain.



The drawbars come rigid, height-adjustable, with rubber or hydraulic suspension.



The height-adjustable drawbar (option) is suitable for all hitch heights (THL 8 L or THL 10 L).



A hydraulic support foot makes hitching and unhitching the trailer easier and speeds up parking.



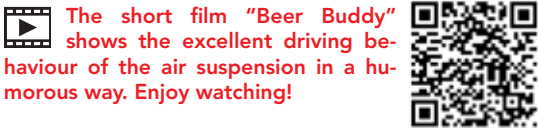
With the electrically-controlled forced steering, the driver can deliberately control the steering of the trailer thanks to different modes.

# Air suspension – what you need to know:

Krampe was the first manufacturer who combined an agricultural hook lift trailer with pneumatic-suspended running gear. In the meantime, all of our hook lift roll-off tippers are equipped with air suspension as standard.

- This offers significant advantages:**
- Smooth driving behaviour, even in difficult terrain
  - Low empty weight
  - Low design, hence lower centre of gravity of the trailer
  - Excellent off-road performance, always the same weight on an axle
  - Better stability during the tipping process thanks to autom. lowering system. A reverse tap is fitted as standard, i.e. the trailer can also be tipped when standing on suspension bellows (higher tipping height, e.g. in a hopper)
  - When lifting containers, the running gear lowers (the air suspension bellows are deflated automatically by a quick-action ventilating valve), there is also no need for hydraulic rear axle support and a double-acting control valve

- Due to the automatic lowering of the running gear, a shallower lifting angle is realised; free flowing loaded goods remain in the container and "do not spill over at the back"
- Due to the low lift angle of the two main working cylinders, the lifting power is considerably improved for a set-down container
- The required driving height of the trailer can be adjusted by a lift/lower valve (option) which is of interest when containers are overloaded or with low entrance gateways



For large-volume containers with a high centre of gravity and in very bumpy terrain, we advise running gear with double-spring supports for an improved stability.



The air suspension is equipped with a reverse tap as standard. This prevents the running gear from lowering during the tipping process. As an option, a lift/lower valve can also be installed.



Hardly no manufacturer has as much experience in building of hydraulic running gears as Krampe.



The construction height is very low in the version with parabolic suspension springs underneath the axles. A hydraulic rear axle support relieves the load on the towing vehicle during the pick-up process.



# Details for professionals.



A short film of the THL nicely shows all technical details. Simply scan the QR code in the picture shown above or look at our YouTube channel "Big Body 900" on the internet.

## Practical push arm.

All hook lift roll-off trailers are equipped as standard with a push arm. This provides many advantages:

- Different tongue loads on the drawbar by simply shifting the container from the driver's seat
- Use of different container lengths is possible
- More favourable lifting angles of containers (approx. 22° to 28°, depending on the container length)

- Stepless adjustment of the rear overhang when tipping
- Stepless adjustment of the overhang to the underride guard (40 cm is permissible according to EU law and Road Traffic Licensing Regulations)
- Taring of the weight for different loads, e.g. machine transports on a loading bed



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



The hook mount has neatly rounded contours. A height-adjustable hook is available.



Combination of telescopic and articulated hook-lift arm, hook height 1.45 or 1.57 m.



The start tipping cylinder makes it easier to tip the container when lowered. This is particularly useful when a short overhang is required during tipping.



A hydraulic container locking mechanism is part of the standard equipment. Very important: This means containers of various lengths can be locked at any position.



Two hydraulic functions can be operated with one control unit using the 6/2-way valve.



The LS block ensures faster cycle times. A rapid mode is advised as an alternative for the version with wireless remote control.



The tractor hydraulic system (200 bar) is sufficient for all roll-off tipper with a lifting power of up to 25 t. An integrated oil supply with PTO shaft is available on request. A wireless remote control is included in the scope of delivery.



Operating errors ruled out! The container can only be set 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) caters for all requirements. Almost no manufacturer offers such an extensive range of roll-off tipper and special accessories. Benefit from our decades of experience.



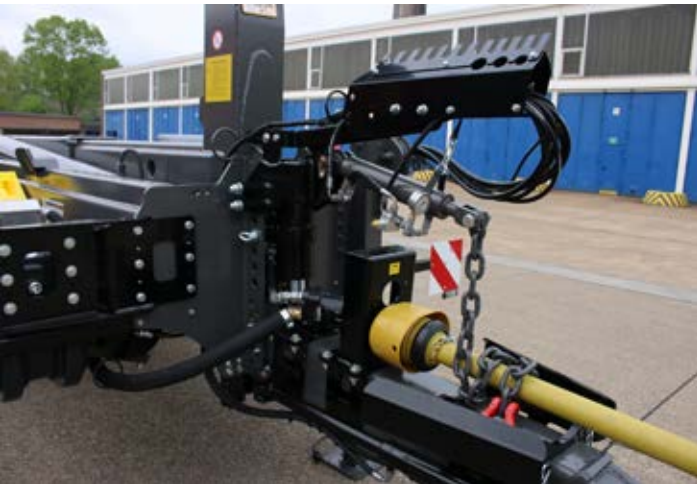
The main working cylinder, the push arm and the hydraulic container locking mechanism are very easy to operate with the proven wireless remote control. Other functions, such as rapid mode, additional control units or work lights, make the job easier.



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



The lateral underride guard is obliged in many countries and increases safety in road traffic.



When picking-up extra heavy containers, the top ram can be useful.



Plastic mudguard (quarter mudguard).



The large LED rear lights are installed in a solid protective housing.



Plastic mudguard (semicircular mudguard).



Aluminium mudguards for wide tyres and for steering axles.



The waterproof storage case (plastic or stainless steel) can be used to securely store parts such as ratchet belts, for example.



All lubrication points including those that are difficult to access are automatically supplied with grease from the central lubrication system.



Tyre pressure control systems are available.



# An onboard-crane – a clever solution.

Narrow building sites and unloading stations often provide little 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 many 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 hook lift trailer with crane equipment can be used independently at any location. The vehicle combination can be loaded and un-

loaded by the driver. No third vehicle, such as an excavator or telescopic handler, is needed for carrying out the 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 mounting the crane permanently on the hook lift trailer, there is also the variant of loading the crane with a container. This saves empty weight where the crane is only to be used on specific occasions.



# We also manufacture semitrailers!



## Hooklift semitrailers (roll-off tippers) – The flexible concept for special applications!

**Chassis:** 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 (roll-off tipper) 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 deflated 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 container lowering and the increase of the lifting capacity due to the kinematics improvement. Utilize our extensive experience in the construction of semitrailers!

## Technical data:

Type	SHL 20	SHL 30
Fifth wheel load	12,000 – 14,000 kg	11,000 kg (techn. 12,000 kg)
Axle load	20,000 kg (techn. 24,000 kg)	24,000 kg (techn. 27,000kg)
Permissible GVWR (Germany)	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 acc. to German Traffic Law (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 the model	47 – 55°	47 – 55 °
Possible container lengths with standard/ optional equipment	5.00 up to 7.00 m (option: bis 8.50 m***)	5.00 up to 7.00 m (option: up to 8.50 m***)
Roller height with tyres 385/65 R 22.5	approx. 1.50 m	approx. 1.50 m
Running gear (drums or disc brakes)	Reinforced BPW axle unit	Reinforced BPW axle unit
Wheel bearing load, axle cross section, ttrack width	12 t at 105 km/h, 150 mm, 2,040 mm	12 t at 105 km/h, 150 mm, 2,040 mm

\*Empty weight and payload depend on the equipment \*\* Standard with start tipping ram \*\*\* Option against surcharge



# 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**.

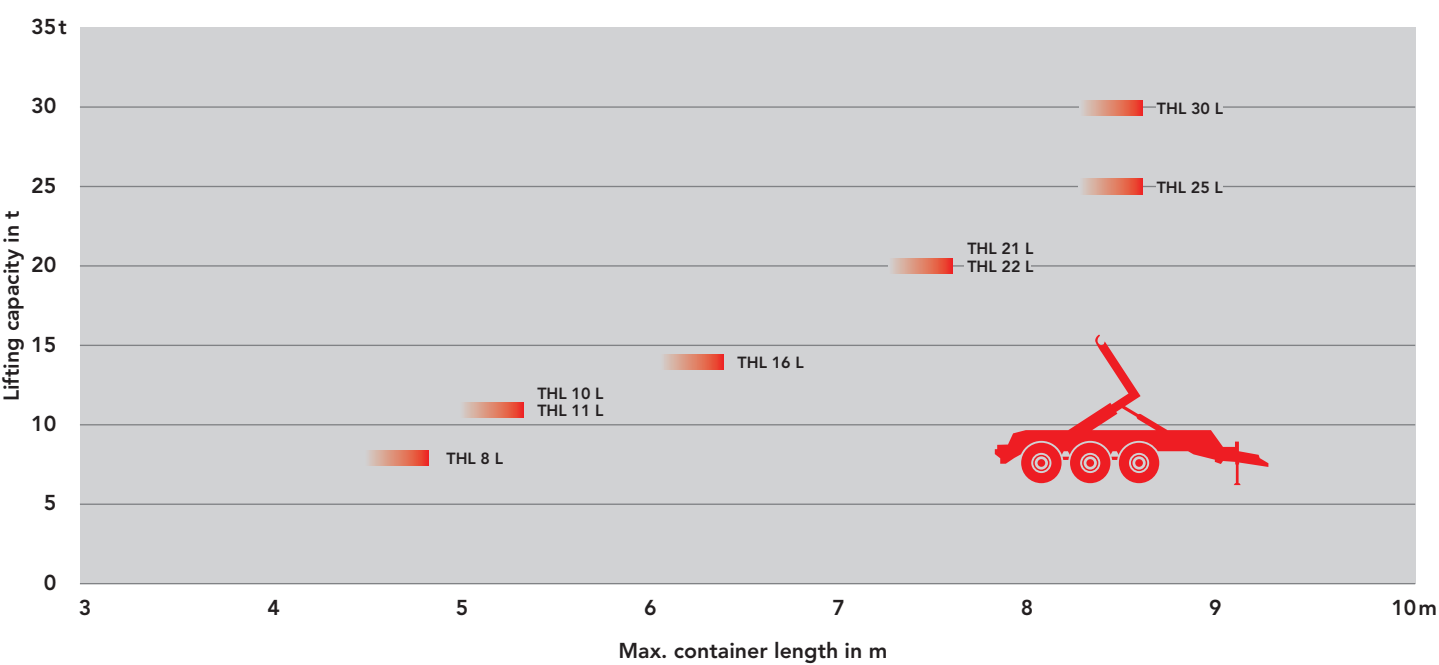
Our experience has been extremely good in the past few years. In addition to offering **excellent resistance to corrosion**, **these paint coats also offer great light stability** and therefore long-lasting colour and gloss retention even when exposed to intensive light conditions.

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 **CO<sub>2</sub> 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 Krampe's 'Quality on Wheels' claim.

# Which hook lift trailer works best for you?



## Aspects to consider when buying a hook lift roll-off tipper

### Which tractor is to be used (type, size, kW/hp)?

A good indication for the correct association of the towing vehicle (tractor/truck) and hook lift trailer can be found in the tables on the following pages, 24–26.

### What requirements does the tractor have?

We provide a number of trailer heights and hitch variants. The operating pressure that is applied to the hook lift trailer must also be clarified. The electrical supply also demands special attention.

### What kind of containers will mainly be moved?

Of special interest here are the container lengths that are to be picked up and also tipped. An assignment can found in the graphic above.

### Which running gear fits your trailer?

Hook lift trailers require intensive consultation. The right one must be found from a multitude of axles, axle units, different wheelbases, steering systems and tyre options.

### What application range is it?

We not only offer vehicle systems for the agriculture and forestry sector, but also for commercial road haulage. With the corresponding securing of the load, of course.

### Technical Information on the hook height in Germany

Only for the smallest hook lift trailer, the THL 8 L, we install a so-called City Lift. This has a hook height of 90 cm in accordance with DIN 30 722 Part III. Here, too, the containers are considerably smaller and lighter than the normal standard containers – precisely for "the city".

The normal hook height in Germany is 1.57 m. For containers based on DIN 30 722 Part I, the mounting bracket on the container is 50mm thick. The support units are normally made from an I-profile that is 180mm thick.

With the heavy-duty containers based on DIN 30 722 Part II, the mounting bracket on the container is 60mm thick, the beams are mainly fabricated from NP 220 U-profile. Depending on the container manufacturer, there are many individual variations, especially concerning the beams and, ultimately, the loading height for mounted containers.

As a result, there are innumerable export versions with different hook heights (e.g. 1.45 m for the Benelux countries), other tunnel dimensions and container locking system. If you have any questions about this, we are happy to advise you.





High degree of flexibility ...

... due to a large selection.



We work successfully with the company BRUNS from Geeste in the sector of special containers.



Telefon +49 (0) 59 37/97 33-0

[www.bruns-umwelttechnik.de](http://www.bruns-umwelttechnik.de)



Technical specifications for individual construction

								
Technical specifications	Tandem hook lift					Tridem hook lift		
Hook lift trailer for roll-off containers	THL 8 L	THL 10 L	THL 11 L	THL 16 L	THL 21 L	THL 22 L	THL 25 L	THL 30 L
GWVR (Germany)	12.00 t	14.00 t	16.00 t	18.00 t	20.00 t (24.00 t) ***	31.00 t	31.00 t (34.00 t) ***	31.000 kg (34.000 kg) ***
Empty weight without roll-off container *	approx. 3.06 t	approx. 3.85 t	approx. 3.65 to 3.90 t	approx. 4.50 to 5.70 t	approx. 4.90 to 6.90 t	approx. 7.50 to 9.20 t	approx. 7.50 to 9.20 t	approx. 8.500 to 9.800 kg
Payload without roll-off container *	approx. 7.94 t	10.15 t	approx. 12.35 t	approx. 13.50 t	17.10 t (19.10 t)	approx. 23.900 kg	approx. 23.50 t (26.50 t)	approx. 23.300 kg (26.300 kg)
Speed versions	25, 40, 60 or 80 km/h	60 or 80 km/h	25, 40, 60 or 80 km/h	25, 40, 60 or 80 km/h	25, 40, 60 or 80 km/h	25, 40 or 60 km/h	25, 40 or 60 km/h	25, 40 or 60 km/h
Min hp requirement	from 74 kW (100 hp)	from 74 KW (100 hp)	from 59 kW (80 hp)	from 74 kW (100 hp)	from 103 kW (140 hp)	from 125 kW (170 hp)	from 147 kW (200 hp)	from 147 kW (200 hp)
Hydraulic system								
Lifting capacity with container on the ground	approx. 8.00 t	approx. 11.00 t	approx. 11.00 t	approx. 16.00 t	approx. 20.00 t	approx. 20.00 t	approx. 25.00 t	approx. 30.00 t
Tipping capacity with container pushed forwards	approx. 8.00 t	approx. 11.00 t	approx. 11.00 t	approx. 14.00 t	approx. 20.00 t	approx. 22.00 t	approx. 25.00 t	approx. 30.00 t
Start tipping ram	not available	not available	not available	on request	on request	Series	Series	Series
Operating pressure	180 bar	200 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. 24 litres	approx. 32 litres	-
Required oil connections/option	3 x double-acting remote control	3 x double-acting remote control	3 x double-acting remote control	3 x double-acting remote control	3 x double-acting remote control	3 x double-acting remote control	3 x double-acting remote control	-
Onboard hydraulic system	not available	not available	not available	on request	on request	on request	on request	Series
Hook system								
Roll-off tipper type (serie)	8-42 S	11 09-45 S	11 09-45 S	18-4750 S	21-5700 S	21-6800 S	25-6800 S	30-6800 S
Possible container lengths (cL1 and cL2)	4.50 m (max. 4.75 m)	4.50 m heavy load 5.0 m light good	4.50 m heavy load 5.0 m light good	4.50 to 5.0 m (max. 6.50 m) **	5.0 to 6.0 m (max. 7.50 m) **	6.5 to 7.0 m ** (max. 7.50 m)	6.5 to 7.0 m (max. 8.50 m) **	6.5 to 7.0 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	Hook height 1.57 m
Container push arm with stroke (s)	1.00 m	1.10 m	1.10 m	0.95 m (max. 1.45 m)	0.95 m (max 1.55 m )	1.55 m	1.65 m	1.65 m
Container locking	internal hydraulic	internal hydraulic	internal hydraulic	internal hydraulic	internal hydraulic	internal hydraulic	internal hydraulic	internal hydraulic
Roller height with standard tyres (rh)	1.02 m	1.07 m	1.07 m	1.12 m	1.27 m	1.27 m	1.30 m	1.30 m
Lift angle (aw) with standard tyres	26° 235/75 R17.5	20° 385/65 R22.5	20° 385/65 R22.5	23° 385/65 R22.5	21° 560/60 R22.5	24° 560/60 R22.5	21° 560/60 R22.5	21° 560/60 R22.5
Alternative tyres	355/60 R18 19,0/45-17	435/50 R19 425/65 R22.5 445/65 R22.5	425/65 R22.5 550/60 R22.5 560/60 R22.5	425/65 R22.5 445/65 R22.5 550/60 R22.5	650/50 R22.5 600/55 R26.5 560/60 R22.5 710/50 R26.5	650/50 R22.5	650/50 R22.5 600/55 R26.5 650/55 R26.5	650/50 R22.5 600/55 R26.5 650/55 R26.5
Running gear								
Running gear/ Option	Pneumatic suspension -	Pneumatic suspension -	Pneumatic suspension Parabolic suspension	Pneumatic suspension Parabolic suspension/ hydr. running gear	Pneumatic suspension Parabolic suspension/ hydr. running gear	Pneumatic suspension -	Pneumatic suspension/ hydr. running gear	Pneumatic suspension/ hydr. running gear
Axial-distance (aa)	0,99 m	1.31 m	1.31 m	1.36 m	1.36 m (1.50 m/1.81 m)	1.55 m	1.55 m (1.81 m)	1.55 m (1.81 m)
Tow hitch	40 mm DIN 74054	40 mm DIN 74054	40 mm DIN 11026	40 mm DIN 11026	40 mm tow hitch (or 80 mm ball coupling)	80 mm ball coupling	80 mm ball coupling	80 mm ball coupling
Max. permitted tongue load	1 t	1 t	2 t	2 t	2 t or 4 t (40 km/h)	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 high/low	rigid high/low (optional with hydr./ rubber blocks)	rigid high/low (optional with hydr./ rubber blocks)	rigid low (optionally hydr. suspended)	rigid low (optionally hydr. suspended)	rigid low (optionally hydr. suspended)
Braking axles/ Wheel brake	6-hole 300 x 100 mm	10-hole 406 x 140 mm	10-hole 406 x 140 mm	10-hole 406 x 140 mm	10-hole 406 x 140 mm (420 x 180 mm)	10-hole 420 x 180 mm	10-hole 420 x 180 mm	10-hole 420 x 180 mm
Track width when wheel offset is 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	2.15 m
Axle diameter	100 mm	130 mm	130 mm	130 mm	150 mm	150 mm	150 mm	150 mm

\* Empty weight and payload depend on equipment. The empty weight of vehicles with extraordinary accessory e.g. a crane or an excess length may be higher

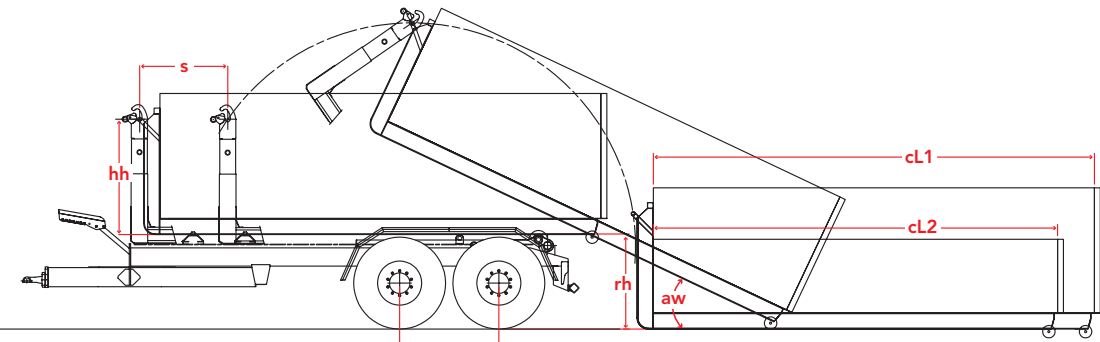
\*\* Different length constructions are available for these vehicle types, depending on the required container length

For extra-long containers, an alternative, extendible underide guard can also be used: Be sure to obtain comprehensive advice

\*\*\* Single axle loads of 10 t are only permitted in Germany with a wheelbase of 1.81 m, permitted total weight. Thus 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 set down

All specification are non-binding, we reserve the right to make constructional alterations





## Technical specifications THL 21 and 25 Carrier



**Strong.  
Big.  
Powerful.**

“Particular requirements? Anything is possible.” – that is part of our company philosophy. Krampe produces individual trailers and is no high-volume manufacturer.

Special wishes are our daily business.

With the THL 21 and 25 Carrier models we follow a new, additional way. Decades of trailer manufacturing taught us that some configurations are more popular than others, meeting the demands of a wide range of customers.

The THL 21 and 25 Carrier models are standard models that feature defined specifications. They include a low drawbar with ball coupling, double-spring leaf for a higher driving comfort, a heavy duty main working cylinder for 200 bar operating pressure, an extended roll-off tipper for containers up to a length of 6.80 m/ 7.50 m, an start tipping ram and much more.

This standardised manufacturing leads to a greater availability and a more competitive price. Contact your local dealer for further information.

Technical specification	Tandem	Tridem
Hook lift trailer for roll-off containers	THL 21 Carrier	THL 25 Carrier
<b>GWVR (Germany)</b>	22.00 t	31.00 t at 40 km/h
<b>Empty weight without roll-off container*</b>	approx. 5.40 t	approx. 7.90 – 8.60 t
<b>Payload without roll-off container*</b>	ca. 16.60 t	22.40 – 23.10 t
<b>Speed versions</b>	40 km/h	40 km/h
<b>Min hp requirement</b>	ab 103 kW (140 PS)	ab 147 kW (200 PS)
<b>Hydraulic system</b>		
<b>Lifting capacity with container on the ground</b>	approx. 20.00 t	ca. 25.00 t
<b>Tipping capacity for container pushed forwards</b>	approx. 22.00 t	ca. 25.00 t
<b>Tip-assist cylinder (start cylinder)</b>	Serie	Serie
<b>Operating pressure</b>	200 bar	200 bar
<b>Oil requirement</b>	approx. 23 Liter	ca. 32 Liter
<b>Required oil connections/option</b>	3 x double-acting –	3 x double-acting –
<b>Onboard hydraulic system</b>	not available	not available
<b>Hook system</b>		
<b>Roll-off tipper type (series)</b>	21-6200 S	25-6800 S
<b>Possible container lengths (cL1 and cL2)</b>	5.5 – 6,5 m (max. 6.80 m) **	6.5 – 7.0 m (max. 7.50 m) **
<b>Hook height****</b>	Hook height 1.57 m	Hook height 1.57 m
<b>Container push arm with stroke (s)</b>	1.45 m	1.55 m
<b>Container locking</b>	internal hydraulic	internal hydraulic
<b>Roller height with standard tyres (rh)</b>	1.27 m	1.35 m
<b>Lift angle (aw) with standard tyres</b>	21° 560 / 60 R 22.5	24° 600 / 55 R 26.5
<b>Alternative tyres</b>	445 / 65 R 22.5 600 / 50 R 22.5	560 / 60 R 22.5 600 / 50 R 22.5 650 / 55 R 26.5 710 / 50 R 26.5
<b>Running gear</b>		
<b>Running gear/ Option</b>	Pneumatic suspension –	Pneumatic suspension –
<b>Axial-distance (aa)</b>	1.36 m	1.55 m
<b>Tow hitch</b>	80 mm ball coupling	80 mm ball coupling
<b>Max. permitted tongue load</b>	4 t (40 km/h)	4 t (40 km/h)
<b>Drawbar</b>	rigid low –	rigid low –
<b>Braking axles/ Wheel brake</b>	10-hole 406 x 140 mm	10-hole 420 x 180 mm
<b>Track width when wheel offset is 0</b>	1.95 m	2.15 m
<b>Axle diameter</b>	130 mm	150 mm

\*\* For containers with overlength, an extendable rear underride guard can alternatively be used. Allow us to advise you comprehensively



# Tyres

Dimension	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
800/45 R 26.5	new	1,395	815	174 D
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

**Tyre manufacturer data can vary.**

No wheel strikes the perfect balance between off-road and on-road applications. Therefore this table lists the full 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 AE 77**



**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 AE 74**



**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  
E-Mail: [info@krampe.de](mailto:info@krampe.de)  
Internet: [www.krampe.de](http://www.krampe.de)



... always a nose ahead

Contact your local dealer for further information.