Krampe
QUALITY ON WHEELS

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Krampe is known not only as a manufacturer of tandem and tridem trailers but also as a developer of innovations and creative designs. Each Krampe tipper is backed by more than 30 years of engineering. Our early models were manufactured to such a high standard that many of them are still in operation today. If you require further information, please do not hesitate to contact us or one of our dealers. We will be pleased to answer your questions.

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... always a nose ahead

Your dealer will be pleased to offer advice!

Big Body

Body tippers

BB 13-GB

Krampe. Quality on wheels.

Since 1982, we have been manufacturing trailers in the small town of Coesfeld-Lette in northern Germany. Like many other machine manufacturers, Krampe started out as a small village smithy. From these humble beginnings, we grew into a globally successful company that stands out for its dynamic growth and enthusiasm for innovation.

Our production processes benefit from the compact nature of our company, where research and development, purchasing, manufacturing and sales are all located under one roof. A dynamic management team with experienced and motivated members guarantees exceptional performance. A high degree of flexibility enables Krampe to respond to individual customer requirements in a prompt and straightforward manner. The Krampe brand is associated with custom-made trailers of the highest quality.

In keeping with our company slogan "Quality on Wheels", Krampe produces trailers for farming and forestry applications, the construction industry, waste management operators and for municipalities.

The company's core activity is the manufacture of trailers that shift some of their weight to the tractor and thereby offer enhanced traction. For over 30 years, Krampe's ideas and products have been setting benchmarks many of which served subsequently as basis of new technical standards. Krampe is not only a manufacturer of tandem and tridem trailers but also enjoys a reputation for innovative and creative designs.

Krampe has grown from a small village smithy…

…and established itself through sheer application and manual aptitude plus the resilience for which the Westphalians are known.

The machine manufacturers of Krampe have one shared ambition – to deliver "Quality on Wheels".

Seven good reasons for buying Krampe

Quality on wheels
This is not merely our company slogan but also the guiding principle that has made us what we are today: Germany's uncontested market leader in the range of tractor-pulled body tippers for agricultural applications as well as halfpipe and hook-lift roll-off trailers.

Rating: Excellent
Our machines offer outstanding reliability and durability. The high resale value of our machines tells its own tale.

Swift-footed but high-tensile
Well-conceived designs and use of high-tensile steels ensure low unladen weight.

Everything fits
We customise your trailer according to your specific requirements. There is (virtually) nothing we cannot provide!

High quality, right down to the finest detail
We exclusively use the best components and assemblies on our trailers.

We never stand still
We are continuously advancing our products and developing practical solutions. We respond with speed and flexibility to the latest developments and to customer requests and requirements.

"Made in Germany"
We are proud of our roots and will continue manufacturing in Germany.

A tipper for all.

Now let's be honest: When do you start to think about your tipper? In effect, only three times: When you buy it, when you have to make a claim or need it repaired, and when it's ready for the scrap yard. We think that is two occasions too many. That's why our small models are manufactured with the same dedication and the same technical care as the big ones, because the small machines should also be capable of carrying on working for decades. After all, you have more important things on your mind than worrying about your tipper.

It is quality that counts. And we at Krampe never compromise on quality. Full box section tubing provides an unsurpassed stability and longevity.

Where else would you find something as good as this? A chassis manufactured from 250 mm x 150 mm section steel of St 52 quality for the Big Body 460-540 models. This chassis stays in good shape, even if you're planning to move mountains! Krampe never does things by halves. We exclusively use box section steel of an extremely high quality, which effectively resists torsion, eliminates any nooks and crannies and, though light in weight, provides unsurpassed stability. Together with the high-quality paint finish, it resists the toughest conditions. Simply stunning.

Big Body is available as single-axle model with a 16 m³ to 29 m³ capacity.

As sturdy as on the high-capacity models: the robust Krampe tailboard features an effective hydraulic opening/closing system and, above all, opens no taller than necessary.

The conical body design ensures any material slides off smoothly. The hydraulic tailboard is equipped with an additional check-valve, which maintains a constant locking pressure.

Different tyre options in various sizes are available and fitted at the factory – of course, with the tread that you want.

Big body for big operations.

Topless: Made from 100 mm x 80 mm x 55 mm tubular section steel, the massive top frame is absolutely smooth and shows no protrusions. A strong construction, indeed!

Eye-catcher: The new dynamic body styling gives a slick appearance. The machine impresses by virtue of its elegant design, which is topped by ribbed steel silage extensions and a curved tailboard with a curved linkage system.

Extra capacity: Big Body utilises its statutory 2.55 m width to the full, which in combination with curved sides and the particularly slim side linkages optimises the machine volume and hence the overall efficiency, ultimately reducing the number of empty hauls.

Obvious really: The conical, curved body shape ensures easy sliding of the material. The hydraulic tailboard features a forced shutting system that comprises an additional check-valve to maintain a constant locking pressure.

Bolted: The mudguards are bolted, adjustable and arranged at a steep angle to avoid collecting material that is spilled.

Strong: The sides are made of a single St 52 steel sheet and are absolutely smooth on the inside. The sheet metal on our Big Body 500/540 model is 3 mm to 4 mm thick and is corrugated to offer maximum rigidity and reduce the number of welds and cavities. The belly band transmits any forces that develop here to the robust top frame.

Greed is good – as we are talking about the low weight of your tipper. After all, every tonne of dead weight costs! Krampe has been producing weight-optimised tippers of high-quality steel for many years.

Well sprung: What kind of suspension system are you looking for? We offer parabolic springs, pneumatic or hydraulic suspension systems. Oh yes, the running gear comes with a steering system too.

Flat floor: The body floor is made from a single sheet of steel and ribbed underneath. Just like the chassis, the base bearers are fashioned from fully welded tubular section steel. A really clean job.

It pulls more than its weight.

As today's hi-tech tractors are now pushing up towards the 400 hp mark, it's time to think about a bigger trailer. In this context, it may be worth investing in a higher-capacity trailer. The challenge here is to implement and use higher-capacity machinery in a sensible way. Krampe has always risen to this challenge and developed high-capacity trailers that suit the needs of contractors and large-scale farming operations and that form a proper match for the new high-horsepower tractors.

When the new Big Body tridem tipper made its debut, it was evident that this was a serious machine. Built as an 8 m or 9 m version, the body boasts immense capacities. This monster trailer definitely comes into its own when hooked up to a modern high-horsepower tractor. As haulage distances grow and harvesting time windows close, Krampe body tippers offer the dependability and efficiency it takes to meet the challenge.

Big Body gets a grip on rough terrain – thanks to its high-quality running gear. All models feature standard parabolic springs with dynamic axle-levelling systems. Alternatively, we fit hydraulic suspension systems that offer a number of advantages, including superior stability (which is important on models with high-centred bodies and parabolic springs that are narrow in the middle) and a large suspension travel for an excellent ride in rough terrain. As a result, the pressure on the wheel and hence on the ground is consistent, all wheels following the ground contours in an ideal way requiring less tractor power. In addition to these systems, we also offer pneumatic suspension systems.

Seasoned operators have long been aware that tridem trailers are more than just tandem trailers that have been given an extra axle. In fact, tridem trailers offer a different dimension of ride quality, both on the road and in the rough – a fact that needs to be reflected in the running gear design.

Tridem trailers usually run on two steered axles. Traditional caster-steer axles have the central axle steer the trailer, a design that involves the risk of instability in rapid road transport or downhill operation – a risk that is eliminated by forced-steer axles.

When the axles on a tridem trailer lock up, the trailer can only roll in a straight line while being reversed. The trailer rolls "as if on rails". Hence, to protect the entire running gear, we recommend using a forced steering system on those trailers that are used in applications that involve manoeuvring the trailer around corners.

Forced steering axles ensure your trailer is tracking perfectly at all times – when travelling at speed, when operating in boggy terrain and when reversing. Each steered axle has two steering assist rams, which are pressurised to provide pushing and pulling action, thereby supporting each other – to the effect that the trailer pulls easily and very safely. The forced steering system also protects the tyres and the running gear, as it leads to a substantial reduction of prevalent shear forces. In other words, there is no grinding!

Benefit from Krampe's many years of experience as a manufacturer of body tippers and high-quality running gear systems.

Twice as good.

Side-tipping body trailers combine the stability of a rear tipper with the flexibility of a side tipper. The welded central stanchion as well as the continuous top frame give the body superior stability and rigidity. This frame design also offers an ideal underpinning for the hydraulic tailboard, which ensures that not a single grain is spilled and that the trailer remains stable during unloading.

The two-way tipper version has now become well established. Tipping is usually to the rear or to the left. The right-hand side of the machine is solid and rigid as it is on body tippers. This is a major plus in terms of torsional rigidity, especially with very long bodies or in the case of uneven loading. These models also provide for easier cleaning, as there are fewer moving parts and fewer joints or cracks. Also, two-way tippers are lower in weight than tandem three-way tippers.

The two-way tippers of the Big Body series are available as 5 m to 9 m versions. The top-hinged sides are locked hydraulically at the bottom and there is a "sill" running down each side, which serves the double purpose of making unloading a smoother operation as well as serving as a mudguard. Ingeniously simple – simply ingenious! Another advantage of this design is the low profile, which means that you can fit 26.5" tyres or opt for steered axles of a 2.15 mm track width without excessively increasing the overall profile of the body.

Yet another innovation from Krampe!

The trick: Body tippers and two-way tippers are basically built to the same design, sharing the same silage extensions, roll-up tarp as well as sloping and sliding tarp covers, so these fit equally well to all models. The tried and tested hydraulic tailboard offers automatic and forced shutting and can be relied on to do its job.

Two-way tipper featuring a ‚sill' that runs along the side of the body for easier unloading.

The hydraulic side flap unlocking system features a robust top dead centre locking system.

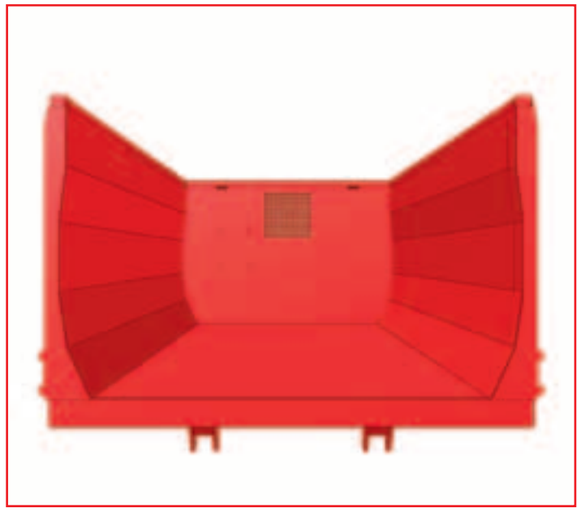
Our side flaps feature grain-proof sealing down their full length to ensure not a single grain is spilled. Just compare this to our competitors' products.

Bodies for eternity.

The Big Body 550 chassis benefits from a slim design that negotiates the tightest turns and features a heavy-duty 10-tonne jack with proper guarding.

The massive tipping bearings feature a 40 mm continuous pin and are mounted without play in brass bushings. In more than 25 years, this design has never been subject to a single complaint.

The sheet floor has massive ribs on its underside. The braces underneath the body are fully welded to eliminate any cavities whatsoever.



Strong sides and no welds but with one or two massive stanchions, depending on machine length, plus a floor made of one single sheet. A solid design that is unparalleled.

The running gear bears the entire load.

The running gear:
- is the part of the tipper you see least of
- is where you will find most evidence of manufacturer expertise
- is what accounts for most of your capital investment
- is what determines the quality of ride and road safety
- is the decisive factor when working in arduous conditions
- is what enables the tipper to keep going in rough terrain
- is what you're most likely to overlook at the time of purchase but is most likely to give you grief later on
- is ultimately what distinguishes a Krampe tipper from its competitors

In fact, all of the above is just common sense, but the running gear is overlooked by many buyers because all the detailed work here is out of sight. At Krampe, we don't compromise on our pledge to deliver "quality on wheels". That's why our running gear is never a standard product but rather customised to the tipper and its application and to individual customer specification.

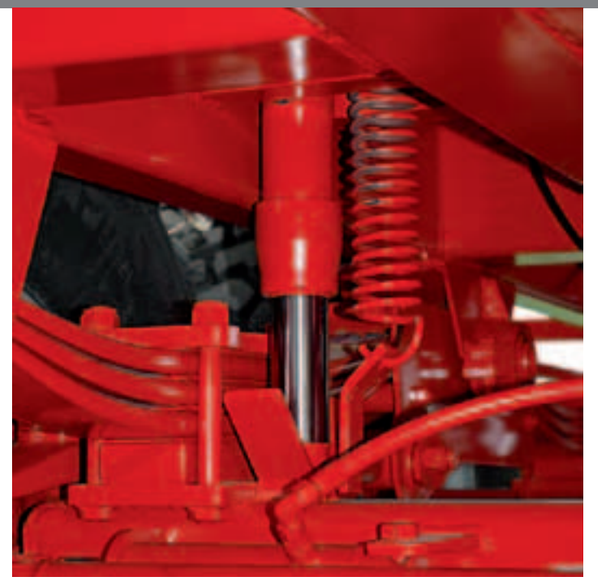
As a matter of principle, we equip our running gear with parabolic springs, because these offer plenty of benefits:
- Low deadweight
- Low maintenance thanks to silent bushes
- No corrosion between spring leaves
- Good stability and low machine height thanks to minimal 40 mm travel
- High ground clearance as springs are mounted above the axle

Parabolic springs with 24 t load rating are standard specification on all models with a 20 t load capacity and more (36 t tridem model). These spring systems are sourced from the commercial vehicle sector and are designed to operate in the toughest conditions. Axial draft arms exert a pulling effect on the axles. The springs do without coiled ends and bushing insets – a design that results in easy pulling, low draft requirement, excellent tracking in rough terrain, dynamic brake force balancing to avoid individual axles locking up, plenty of load capacity in reserve and low machine height.

Steering axle with forced-steering system and hydraulic rear axle support system.

Forced-steering system with standard compliant coupling. Benefit from our many years of experience and the wide choice of ADR and BPW axles available.

High-quality parabolic commercial trailer springs provide dynamic axle levelling and hence prevent overbraking on the front axle. The leaf springs are wide in the middle and combine with the high ground clearance to provide unmatched off-road mobility.



The hydraulic rear axle support system comprises two hydraulic rams that extend onto the rear axle to provide extra support as the body is being tipped. This system eliminates the risk of any negative tongue load developing during the tipping process, preventing the hitch from jerking up and enhancing the overall machine stability at the same time.

Our versatile drawbar systems give you the flexibility to adjust the trailer's hitch height nearly steplessly within a 60 cm-104 cm range. In addition, we offer a choice of suspension systems including rubber buffers, hydraulic and pneumatic systems plus a variety of easy-fit hitch systems.

Our suspended drawbar models feature the hose holders where you store all supply lines when not in use to keep your workplace tidy.

20 t parabolic springs on the Big Body 500/540 model. Note the generous ground clearance.

Krampe can look back on many years of experience in building running gear systems with hydraulic suspension.

The slim drawbar makes for optimum steering angles. All hydraulic and electric lines are tidily routed to the tractors. All lines are marked by oil-proof stickers. Not many of our competitors can offer that. Compare for yourself.

The body rests on durable rubber pads. All telescoping rams mount in a gimbal ring and feature a check valve. Note the x-bracing and traversing that add stability to the structure.

Fine details that make a big impact.

Foldable headboard with a choice of hydraulic or mechanical operation.

The mudguards on the body are bolted on for easy removal in the event of repair.

A hydraulic tailboard is simply a must on modern body tippers. The tailboard with an automatic and forced shutting system is a classic Krampe development that has been copied to nearly every competitor machine. In fact, because it is an extremely simple but efficient system where the double-acting rams are fully retracted when the tailboard is closed. No parts or components stick out on the side or top of the body – everything is nice and tidy for smooth unloading.

The standard-fit additional check-valve maintains the pressure at which the gate is pressed to the body. The pressure is not affected by temperature changes, frothing hydraulic oil or minor leaks around the spools of the tractor.

As the system is constantly pressurised, the latches adjust automatically to ensure not a single grain is lost.

During the tipping process, the massive belly band (two bands on tridem models) transfers the stress away from the bottom area to the top frame. All components are fully welded to prevent water getting in. A clean job.

The hydraulic tailboard comes as standard specification on the Big Body models.

The silage extensions are made of ribbed steel sheet, which is split in the middle on all 6.5 m + bodies. The tube steel ladder and the inspection window are standard specification.

Transport position ...

... the latch opens ...

... the tailboard opens ...

... the tailboard opens up and over ...

... to fully opened position.

Practical options and accessories.

Potato fall-breakers. Do you have further questions? We will be glad to assist you.

Rolled tarp cover protects the load.

A central lubrication system (option) lubricates all grease points automatically, including those in awkward position such as the steering axles.

Gable tarp covers are easy to use.

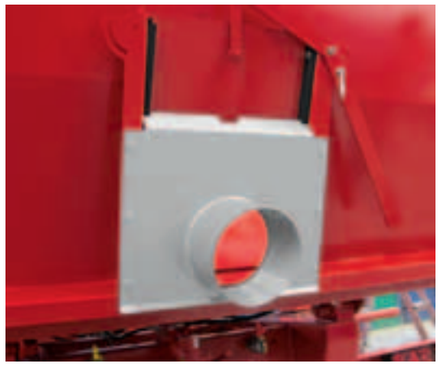
We recommend opting for marker lights for trailers running on wide tyres, as these provide better guidance when reversing plus enhanced road safety.

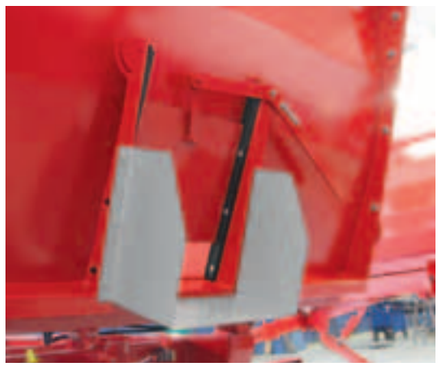
Convertible tarp cover is a truly professional solution.

The side-delivery auger unloads at rates from 20 to 300 t/h.

A platform equipped with removable aluminium ladder is available for safe manipulation of the tarpaulin.

All body tippers come equipped with a rear outlet with easy-to-operate slide (46 cm x 34 cm) running in plastic rails.





A pipe bracket or discharge chute is available for the outlet.

Tyres: We get a grip.

The following table lists leading tyre brands by size, tread, load capacities, maximum speeds etc. As the tyre of choice needs to strike a balance between a soft tread for use in the field and good road performance, we have listed the complete range of established tyre makers to help you make the best decision for your application and trailer model. Further information may be obtained from our website at www.krampe.de.

Tyre table

Manufacturer	Dimensions	Ply PR	Available tread	Execution	Height in mm	Max. width	Load index	Max. load rating t/axle	At speed	Max. speed
Goodyear	235/75 R 17.5	–	Truck tread	new	796	245	143J	7.8 t at 7.5 bar	80 km/h	100 km/h
Continental	355/60 R 17.5	–	MP27	new	870	355	142J	8.2 t at 7.5 bar	80 km/h	100 km/h
Diverse	305/70 R 19.5	–	Truck tread	new	927	305	146F	6.0 t at 8.0 bar	80 km/h	110 km/h
Goodyear	435/50 R 19.5	–	Groove	new	931	438	160J	9.0 t at 8.5 bar	80 km/h	100 km/h
Dunlop	385/55 R 22.5	–	Truck tread	new	1,001	380	160J	9.0 t at 7.5 bar	80 km/h	100 km/h
Diverse	385/65 R 22.5	–	404/MP27/XZZ	new/retread	1,060	390	157 A8	8.3 t at 3.5 bar	40 km/h	80 km/h*
Diverse	425/65 R 22.5	–	404	new/retread	1,122	425	165K	10.0 t at 4.0 bar	40 km/h	80 km/h
Diverse	445/65 R 22.5	–	XS	new/retread	1,150	450	168K	10.0 t at 4.0 bar	40 km/h	110 km/h
Michelin	525/65 R 20.5	–	XS	new	1,200	521	173F	10.8 t at 4.0 bar	40 km/h	110 km/h
Michelin	24 R 20.5	–	XS	new	1,378	604	176F	16.1 t at 4.0 bar	40 km/h	110 km/h
Michelin	500/60 R 22.5	–	Cargo X Bib	new	1,180	513	155D	10.5 t/7.8 t at 4.0 bar	40/65 km/h	65 km/h
Michelin* **	560/60 R 22.5	–	Cargo X Bib	new	1,251	600	161D	12.6 t/9.3 t at 4.0 bar	40/65 km/h	65 km/h
Michelin	600/50 R22.5	–	Cargo X Bib	new	1,181	616	159D	11.9 t/8.8 t at 4.0 bar	40/65 km/h	65 km/h
Michelin	600/55 R 26.5	–	Cargo X Bib	new	1,348	626	165D	14 t/10.3 t at 4.0 bar	40/65 km/h	65 km/h
Michelin	710/50 R 26.5	–	Cargo X Bib	new	1,382	728	170D	16.3 t/12 t at 4.0 bar	40/65 km/h	65 km/h
Michelin	800/45 R 26.5	–	Cargo X Bib	new	1,395	815	174D	18.2 t/13.4 t at 4.0 bar	40/65 km/h	65 km/h
Michelin	600/60 R 30.5	–	Cargo X Bib	new	1,495	639	169D	15.8 t/11.6 t at 4.0 bar	40/65 km/h	65 km/h
Michelin	710/50 R 30.5	–	Cargo X Bib	new	1,495	728	173D	17.6 t/13 t at 4.0 bar	40/65 km/h	65 km/h
Trelleborg	560/60 R 22.5	–	Twin Radial	new	1,240	552	161 D	12.5 t/9.3 t at 4.0 bar	40/65 km/h	65 km/h
Trelleborg	600/55 R 26.5	–	Twin Radial	new	1,340	636	165 D	14.2 t/10.3 t at 4.0 bar	40/65 km/h	65 km/h
Trelleborg	680/55 R 26.5	–	Twin Radial	new	1,400	675	165 D	13.8 t/10.3 t at 3.2 bar	40/65 km/h	65 km/h
Alliance	550/45-22.5	16 PR	404	new	1,070	550	159 A8	8.7 t/7.8 t at 2.8 bar	40/50 km/h	50 km/h
Alliance	550/60-22.5	16 PR	404	new	1,230**	550	167 A8	8.7 t at 2.8 bar	70 km/h	70 km/h
Alliance	600/55-22.5	16 PR	404	new	1,270**	600	169 A8	9.25 t at 2.8 bar	70 km/h	70 km/h
Alliance	700/50-22.5	16 PR	404	new	1,270	700	174 A8	10.6 t at 2.4 bar	70 km/h	70 km/h
Alliance	600/55-26.5	16 PR	404	new	1,333	591	170 A8	9.75 t at 2.6 bar	60 km/h	60 km/h
Alliance	700/50-26.5	16 PR	404	new	1,333	700	174 A8	10.6 t at 2.4 bar	60 km/h	60 km/h
Alliance	800/45-26.5	12 PR	331 oder 404	new	1,333	800	170 A8	12.0 t/10.8 t at 1.7 bar	40/50 km/h	50 km/h
Alliance	700/50-30.5	12 PR	331	new	1,500	700	170 A8	12.0 t/10.8 t at 1.7 bar	40/50 km/h	50 km/h
Alliance	800/45-30.5	12 PR	331	new	1,500	800	174 A8	13.4 t/12.0 t at 1.7 bar	40/50 km/h	50 km/h
Alliance	850/50-30.5	12 PR	404	new	1,670	850	180 A8	16.0 t/14.4 t at 1.5 bar	40/50 km/h	50 km/h
Alliance	550/60 R 22.5	–	380	new	1,240	550	167 A8/159E	10.9 t/8.7 t at 3.0 bar	40/70 km/h	70 km/h
Alliance	650/50 R 22.5	–	380	new	1,235	650	171 A8/163E	12.3 t/9.7 t at 3.5 bar	40/70 km/h	70 km/h
Alliance	650/55 R 26.5	–	380	new	1,360	645	173 A8/165E	13.0 t/10.3 t at 3.5 bar	40/70 km/h	70 km/h
Alliance	750/45 R 26.5	–	380	new	1,350	750	175 A8/167E	13.8 t/10.9 t at 3.5 bar	40/70 km/h	70 km/h
Alliance	600/50 R 22.5	–	390	new	1,170	583	164 E	12.7 t/8.8 t at 4.0 bar	40/70 km/h	70 km/h
Alliance	650/55 R 26.5	–	390	new	1,395	660	170 D	16.3 t/12.0 t at 4.0 bar	40/65 km/h	65 km/h
Alliance	710/50 R 26.5	–	390	new	1,390	730	172 D	17.1 t/12.6 t at 4.0 bar	40/65 km/h	65 km/h
Alliance	800/45 R 26.5	–	390	new	1,390	810	177 D	19.9 t/14.6 t at 4.0 bar	40/65 km/h	65 km/h
Vredestein	550/45 R 22.5	–	Flotation Pro	new	1,070	549	156 A8/146 D	8.0 t/6.0 t at 2.9 bar	40/65 km/h	65 km/h
Vredestein	550/60 R 22.5	–	Flotation Pro	new	1,234	567	164 A8/154 D	10.0 t/7.5 t at 2.9 bar	40/65 km/h**	65 km/h
Vredestein	650/50 R 22.5	–	Flotation Pro	new	1,237	649	167 A8/157 D	10.9 t/8.25 t at 2.5 bar	40/65 km/h**	65 km/h
Vredestein	600/55 R 26.5	–	Flotation Pro	new	1,350	614	169 A8/159 D	11.6 t/8.75 t at 2.9 bar	40/65 km/h	65 km/h
Vredestein	700/50 R 26.5	–	Flotation Pro	new	1,350	700	173 A8/163 D	13.0 t/9.75 t at 2.7 bar	40/65 km/h	65 km/h
Vredestein	800/40 R 26.5	–	Flotation Pro	new	1,350	800	179 A8/169 D	15.5 t/11.6 t at 2.8 bar	40/65 km/h	65 km/h

* Except 404
** Higher indexed tyres are available as an option
*** Data refer to 20" rim

Technical Data

	Single-axle body tippers			Tandem-axle body tippers								Tridem-Wannenkipper	
Model	**Big Body 460 E**	**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 650**	**Big Body 700**	**Big Body 750**	**Big Body 800**	**Big Body 900**
GVWR	12 t	12 t	14 t	16 t	19 t	19 t	20 t	21 t	22 t	24 t **	24 t **	31 t (34 t)***	31 t (34 t)***
Payload according to German law*	approx. 9.1 t	approx. 8.9 t	approx. 10.2 t	approx. 12.1 t	approx. 14.9 t	approx. 14.8 t	approx. 14.8 t	approx. 15.2 t	approx. 15.5 t	approx. 17.2 t	approx. 17.0 t	approx. 22.9 t (25.9 t)	approx. 22.7 t (25.7 t)
Payload owner use	approx. 11 t	approx. 11 t	approx. 13 t	approx. 14 t	approx. 14.9 t	approx. 14.8 t	approx. 20 t	approx. 20 t	approx. 21 t	approx. 22 t	approx. 22 t	approx. 28 t	approx. 28 t
Empty weight*	2.7 to 3.5 t	2.9 to 3.7 t	3.6 to 4.2 t	approx. 3.0 to 3.9 t	approx. 4.1 t	approx. 4.2 t	approx. 5.2 t	approx. 5.8 t	approx. 6.8 t	approx. 6.8 to 7.6 t	approx. 7.0 to 7.8 t	approx. 8.1 to 9.7 t	approx. 8.3 to 10.2 t
(max) tongue load	2 t (3 t)	2 t (3 t)	3 t (4 t)	2 t	2 t	2 t	2 t	3 t	4 t	4 t	4 t	4 t	4 t
Pneumatic hitch system	Option	Option	Standard	Option	Option	Option	Option	Standard	Standard	Standard	Standard	Standard	Standard
Hitch height ***	88 / 94 / 100 cm	88 / 94 / 100 cm	approx. 60 bis 100 cm	95 / 101 / 106 cm	95 / 101 / 106 cm	95 / 101 / 106 cm	92 / 98 / 103 cm	60 to 104 cm	60 to 104 cm	60 to 104 cm	60 to 104 cm	approx. 65 cm	approx. 65 cm
Minimum draft requirement	55 kW (75 PS)	66 kW (90 PS)	92 kW (125 PS)	55 kW (75 PS)	59 kW (80 PS)	59 kW (80 PS)	74 kW (100 PS)	92 kW (125 PS)	102 kW (140 PS)	125 kW (170 PS)	132 kW (180 PS)	140 kW (190 PS)	140 kW (190 PS)
Oil requirement / tipping angle	16 l / 51°	20 l / 51°	26 l / 51°	16 l / 51°	20 l / 51°	20 l / 51°	26 l / 51°	34 l / 51°	34 l / 51°	40 l / 49°	43 l / 49°	60 l / 51°	60 l / 48°
Telescoping ram	4-stage	4-stage	5-stage	4-stage	4-stage	4-stage	5-stage	5-stage	5-stage	5-stage	5-stage	5-stage	5-stage
Stroke	1,860 mm	2,305 mm	1,805 mm	1,860 mm	2,305 mm	2,305 mm	1,805 mm	2,230 mm	2,230 mm	2,780 mm	3,025 mm	3,225 mm	3,225 mm
Lift capacity in grain	approx. 14 t	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. 23 t	approx. 23 t	approx. 29 t	approx. 28 t
Lift capacity at stage 1 and at 200 bar	25 t	25 t	45 t	25 t	25 t	25 t	45 t	45 t	45 t	45 t	45 t	55 t	55 t
Brake system	Air brake / Dual-line	Air brake / Dual-line	Air brake / Dual-line	Air brake / Dual line / Load sensing proportional valve	Air brake / Dual line / Load sensing proportional valve	Air brake / Dual line / Load sensing proportional valve	Air brake / Dual line / Load sensing proportional valve	Air brake / Dual line / Load sensing proportional valve	Air brake / Dual line / Load sensing proportional valve	Air brake / Dual line / Load sensing proportional valve	Air brake / Dual line / Load sensing proportional valve	Air brake / Dual line / Load sensing proportional valve	Air brake / Dual line / Load sensing proportional valve
Braked axle	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 capacity at 40 km/h	14 t	14 t	14 t or 15 t	9.5 t for each job	9.5 t for each job	9.5 t for each job	11 t / 12 t / 13 t for each job	11 t / 12 t / 13 t for each job	11 t / 12 t / 13 t for each job	11 t / 12 t / 13 t for each job	11 t / 12 t / 13 t for each job	11 t / 12 t / 13 t for each job	11 t / 12 t / 13 t for each job
Axle diameter	110 mm	110 mm	110 or 140 mm	100 mm	100 mm	100 mm	110 / 140 / 150 mm	110 / 140 / 150 mm	110 / 140 / 150 mm	110 / 140 / 150 mm	110 / 140 / 150 mm	110 / 140 / 150 mm	110 / 140 / 150 mm
Track width	1.95 m	1.95 m	1.95 m / 2.15 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 (2.15 m)	1.95 m (2.15 m)	1.95 m (2.15 m)	1.95 m (2.15 m)
Max. tyre diameter	1.38 m	1.38 m	1.67 m	1.23 m	1.23 m	1.23 m	1.27 m	1.27 m (1.38 m)	1.38 m	1.38 m (1.64 m)	1.38 m (1.64 m)	1.38 m (1.50 m)	1.38 m (1.50 m)
Parabolic springs	Option	Option	Not available	16 t = Standard	20 t = Standard	20 t = Standard	24 t = Standard	24 t = Standard	24 t = Standard	32 t = Standard	32 t = Standard	36 t = Standard	36 t = Standard
Hydr. rear axle support system	–	–	–	–	–	–	–	Option	Standard	Standard	Standard	–	–
Dimensions (m)													
Internal body dimensions (conical)	**4.65x2.32/2.22x1.52**	**5.05x2.32/2.22x1.52**	**5.55x2.32/2.22x1.52**	**4.65x2.23/2.13x1.52**	**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**	**7.0x2.32/2.22x1.52**	**7.5x2.32/2.22x1.52**	**8.0x2.32/2.22x1.52**	**9.0x2.32/2.22x1.52**
Transport capacity without extension (in m3)	approx. 16.1	approx. 17.5	approx. 19.2	approx. 16.1	approx. 17.5	approx. 19.2	approx. 19.2	approx. 20.7	approx. 22.5	approx. 24.2	26.0	approx. 27.6	approx. 30.1
Transport capacity with extension (60 cm)	22.3	24.2	26.5	22.3	24.2	26.5	26.5	28.6	31.1	33.5	35.8	38.1	43.0
Transport capacity with extension (80 cm)	–	–	–	–	–	–	–	–	34.0	36.6	39.1	41.7	46.9
Height at 35° / 51° tipping angle (w)	5.27 / 5.88	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	6.35 / 7.29	6.70 / 7.75 / 49°	7.10 / 8.00 / 49°	7.20 / 8.45 / 51 °	7.65 / 8.79 / 48°
Height at 35° side tipping angle (ws)	–	–	–	–	4.06	–	4.06	4.06	4.17	4.20	4.20	4.20	4.20
Platform height / unloaded (p)	1.30	1.30	1.58	1.39	1.42	1.42	1.44	1.46	1.52	1.57	1.57	1.57	1.57
and fitted with tyres	550/ 60 R 22.5	550/ 60 R 22.5	800/ 45-30.5	550/ 60-22.5	550/ 60-22.5	550/ 60-22.5	560/ 60 R 22.5	560/ 60 R 22.5	650/ 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° tipping angle (c)	1.10 / 1.04	1.10 / 1.04	1.32 / 1.22	1.19 / 1.13	1.22 / 1.16	1.09 / 1.01	1.18 / 1.08	1.20 / 1.10	1.26 / 1.16	1.30 / 1.20	1.30 / 1.20	1.30 / 1.20 / 49°	1.10 / 0.98 / 47°
Total length (g)	6.36	6.76	7.20	6.27	6.72	7.20	7.29	7.79	8.29	8.65	9.15	9.75	10.72
Total height without extension (f)	2.81	3.04	3.06	2.91	2.94	2.94	2.96	2.98	3.04	3.09	3.09	3.09	3.09
Distance from hitch ring middle to to rear trailer hitch middle (m)	6.00	6.41	6.83	6.00	6.41	6.66	6.83	7.28	7.87	8.30	8.80	9.34	10.15
Ground clearance (b)	0.80	0.80	0.88	0.91	0.91	0.91	0.88	0.90	0.99	1.02	1.02	1.01	1.01

* Empty weight and payload are down to specification.
** 24 t GVWR requires 1.81 m axle base in Germany
10 t single-axle load is possible.
*** 34 t GVWR requires 1.81 m axle base in Germany
10 t single-axle load is possible.
Higher payloads are available on specific export models.
Design subject to changes

We aim for absolute accuracy!

See the above table for dimensions.