



SK 11-GB www.trc-b.com KRMP101-040 0211 All information and technical specifications are subject to change without notice.

More than a manufacturer of tandem and tridem trailers, Krampe is a developer of innovative and creative machinery. Each Krampe tipper is backed by almost three decades of experience in engineering. Even our earliest models were manufactured to such standards that many of them are still in use today. If you require further information, don't hesitate to contact us or one of our dealers. We will be pleased to offer advice!

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Your dealer will be pleased to offer advice!

SK/HP

Sand and gravel tippers/halfpipes

Krampe. Quality on wheels.



In spring 2009, Krampe took over the maintenance buildings of former army barracks in Coesfeld-Flamschen. This is a site of over 100,000 square metres in size (of which 28,000 square metres are roofed manufacturing space) that now accommodates our modern and flexible production facility.

Krampe is an engineering company that is based in northern Germany. Like many other machine manufacturers, we started out as a small village smithy. From these humble beginnings, the company has gone on to become a major international player with a reputation for dynamic growth and innovation.

Over the years, Krampe engineers have consistently identified new niches for innovative products, developed them for series production and successfully integrated them into the market. Many Krampe innovations are now the standard in trailer manufacturing.

One major strength of our family-run enterprise is undoubtedly the compact nature of our company, where research and development, purchasing, manufacturing and sales are all located under one roof. This lean

organisation enables us to respond instantly to the increasingly sophisticated demands of our customers.

We built our first agricultural body tippers in 1982, which were followed by hook-lift trailers for roll-off containers 10 years later. Then in 1999, we introduced the first sand and gravel tippers for professional applications.

The introduction of our tandem halfpipe models marked a real breakthrough in the market segment of tractor-drawn sand tippers.

What started out as a ridiculed combination (drawing comments such as "What is that tractor trailer doing at the construction site?") soon established itself as a standard option.

This success is undoubtedly attributable to its high efficiency, outstanding reliability and excellent traction, even in the harshest environments – to a degree many truck operators would not have considered possible before.



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 share one great ambition – to provide the markets with high-quality and mature products.

Seven good reasons for buying Krampe

Quality on wheels

This is our company slogan 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 trailers.

Rating: Excellent

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

Light-footed but stable

Well-conceived designs and the use of high-tensile steels ensure low unladen weight.

Everything fits

We customize your trailer according to your specific requirements. There is (virtually) nothing we cannot deliver!

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.

The SK model range: Versatile sand and gravel tippers.

Planning to move mountains?

There has been a growing demand for bespoke sand and gravel tippers in recent years, as civil engineering companies have come to realize that high powered tractor-trailer combinations have the edge on industrial trucks in rough and boggy terrain. They keep going where a 4WD truck gets stuck.

Sand and gravel tippers excel over dumpers because of their low dead weight for reduced compaction. Measuring less than 2.55m in overall width, these machines are no trouble at all to drive on public roads. The combination's fuel consumption is so low that some operators find it hard to believe. Assuming reasonable operation, a 200hp tractor may well get by on a modest 10-12 litres per hour – a figure that may not please the petrol station attendant but will suit your wallet and cost manager.

Farmers and contractors too have come to appreciate these robust sand and gravel tippers, as today's high powered tractors are now on a par with sand haulage trucks, offering their owners a welcome opportunity to diversify into transport work during the quiet season, boosting utilization of the machine fleet and keeping employed staff busy.

The all-round machine

The new SK model range mirrors our unremitting drive for technical innovation. The stylish body was copied from our Big Body range, which in 2003 marked a new era in agriculture and went on to become a best seller.



SK 600 model on 600/55 R 26.5 tyres

The three SK models were engineered for earth moving applications. The 6mm floor and the 5mm sides are fabricated from a single sheet each, the sides are curved and the edges are turned to maximize the rigidity that is inherent in the sheets and to eliminate the need for extra stanchions. The body stands out for its stylish design and reduced weight.

The extremely robust and rigid undercarriage is engineered from section beams, and the suspension is provided either by parabolic springs or by more flexible walking beams for smoother rides in difficult terrain. By using high-tensile steels and designing the chassis for optimum payload capacity and dead weight, we have reduced your running costs as well.

Mounted far ahead of the front axle for easier tipping and added stability and stiffness, the telescoping rams tilt the body to a generous 55° angle.

These body tippers serve all types of applications, including dirt, woodchip and chopped maize haulage. The material slides easily down the conical body. Optional extension sides add extra capacity as required and the standard hydraulic tailgate gives highly modulated control for convenient work cycles. Sand and gravel tippers may also be suitable for road metalling applications.

Cream of the crop – for our customers.

Always in the vanguard of new developments, Krampe was the first manufacturer to install a halfpipe on tandem-axle running gear. With the benefit of decades of experience, we manufacture trailers that are well-conceived down to the tiniest detail and reveal their superior qualities as bad turns to worse. Enquire about how they can save you money and ask for testimonials. Be inspired by our design concept.

We gave quality a name – Krampe HP 20. Having now achieved an almost legendary status, the machine features a very stylish design that offers plenty of obvious benefits:

The tipping ram is located on the front wall, where it tips the body with minimum effort and torsion between chassis and halfpipe.

The centre of gravity was moved 200mm lower than the centre of gravity on a traditional body tipper after we took out the beams underneath the body so this rests on the chassis itself, a design that adds enormous stability on slopes and also reduces the unloading height.

Strong sides resistant to dents. Thanks to the special halfpipe design, the material slides out at a shallower angle and along the sides during unloading, which eliminates the risk of dents to the sides and the floor when hauling rocks and boulders.



Halfpipe HP 20 model on 600/55 R 26.5 tyres

No material collects in corners, because it slides automatically to the centre of the halfpipe, enhancing trailer stability during dumping.

The body is almost entirely made from 400 HARDOX steel of 6mm thickness, i.e. from extremely wear resistant steel. Its outstanding elasticity makes dents a thing of the past.

The curved body dispenses with axial and transverse beams for reduced weight and increased payload capacity. After all, every single tonne of weight counts, and only laden weight earns money.

The body and tailgate edges are pointed for effective self-cleaning, because no dirt collects here.

The hydraulic tailgate pivots up and over for big rocks to pass through smoothly.

Large flotation tyres and the off-road running gear reduce the risk of soil compaction. After all, there is a very fine dividing line between success and failure in heavy terrain.

Boosting work cycles.

400hp (295kW) tractors are now available from many tractor manufacturers. In this context, the problem has always been to translate this power into extra productivity. Not for Krampe.

When our HP 30 tridem halfpipe was introduced, it was clear that this was a serious machine, with its 7 m body representing a new dimension in transport capacity. The extremely powerful hydraulic system tips and lowers the body extremely fast.

Its high-quality running gear is highly reassuring when going into the rough. The BPW axles with hydraulic suspension provide superior stability, while their long travel gives excellent flotation in difficult terrain. The hydraulic forced steering axle keeps the machine on track in the most arduous conditions.

This monster trailer comes into its own when pulled by a modern tractor.

Benefit from our many years' experience in the manufacture of halfpipes, hydraulic running gear and force-steered axles. We spearhead the way.



Halfpipe HP 30 model on 600/55 R 26.5 tyres

Try this tailgate for size!

Our unique hydraulic-control pivoting tailgate offers exceptional benefits:

- It shuts flush with body edges for protection from damage by buckets and shovels as well as excavators and wheeled loader buckets.
- Latching hooks lock up in "closed" position.
- To unload sand, just give the tailgate a brief lift to activate the pivoting function. Couldn't be simpler.
- The gate opens up and over for smooth unloading of bulky roots and large rocks.
- Tailgate angle control bar makes for controlled unloading of sand for road surfacing work.
- Its sophisticated design protects the tailboard from damage. The operator simply concentrates on the job in hand. There will be no malfunctioning and no problems. A typical, well-conceived Krampe design.



Raise the tailgate slightly.



The tailgate pivots open.



A demonstration of pivoting benefits.



The tailgate opens up and over as necessary.

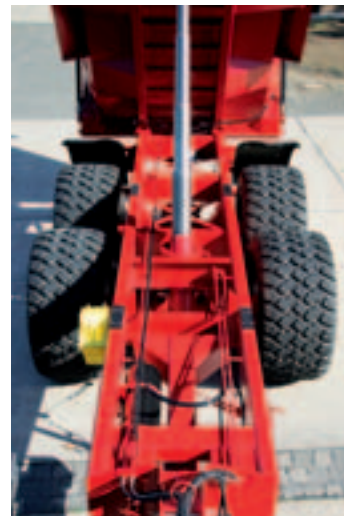
Spectacular running gear systems!

The right running gear and excellent tyres are essential for good performance in rough terrain. These components will ultimately determine the trailer's ease of pulling and stability on the site. After all, doing things by halves always makes things more complicated in the end.

While some manufacturers just modify body tippers and put them on traditional running gear, Krampe offers well-proven assemblies that are on top of the job. We will be pleased to help you determine your specific needs. After all, even the best trailer will fail if running on inadequate gear.



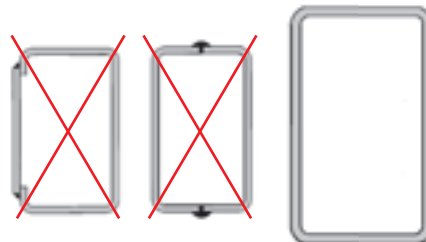
All Krampe drawbars are extremely slim and made for wide steering angles.



We never do things by halves - we exclusively use box section steel of an extremely high quality, which effectively resists torsion, eliminates nooks and crannies and, though light in weight, provides unsurpassed stability. Stunning.



Our multifunction hitch system gives optimum height adjustment to suit individual requirements (except the HP range).



Hydraulic drag-type stand with double-acting ram, high ground clearance and large base plate.



Hydraulic suspended drawbar.



Walking beams stand firm in any terrain with large ground clearance.



Roadworthy 24t or 32t parabolic springs with axial draft arms.



Walking or equalizing beam suspension with asymmetric axles, unsprung, bespoke system for sand and gravel tippers. Tube section pivoting arms are self-cleaning. Excellent stability on the job site. 45/55% load distribution.



Working in rough terrain calls for systems that give optimum traction and maximum stability.



Krampe prides itself on many years' experience in the development of hydraulic running gear. Large suspension travel ensures optimum ride in rough terrain. Stability is unrivalled. Lift axles and level control are available as optional extras.



A typical Krampe innovation – axles with true independent wheel suspension and optional nitrogen damper.



A mole's-eye view: The independent wheel suspension system.



We exclusively use BPW axles.



Krampe running gear systems rates as the best on the market.

Details that make a difference.



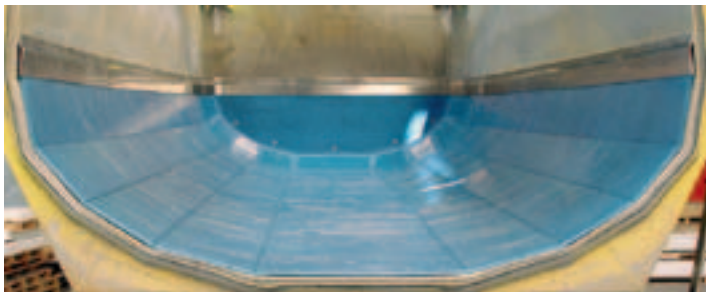
The latch limits the travel of the hydraulic tailgate for controlled unloading of sand.



The "Quick-Cover" net or tarp system.



Dual-hose quick-drop system.



The internal "Okuslide" body lining.



The roll-up tarp cover with pointed roof covering on the SK models.



Slanted roof covering for the SK model range.



Hydraulic tailgate (optional outlet slide).



Rapid work cycles are not the result of magic. Powered by a 900rpm pto, this tandem pump tips the body from 0° to 55° in less than 30 seconds (HP 30).



An electric quick-drop valve is available to speed up operations even further. It returns the hydraulic oil to the tipper's oil tank or to the tractor's pressureless return line.



The underide guard folds up to increase ground clearance, guard screens protect the rear lights.



A GPS system will track down your tipper anywhere and any time.



The standard lubrication bar attends to the grease nipples on the walking beam suspension assembly or on the hydraulic independent wheel suspension system.

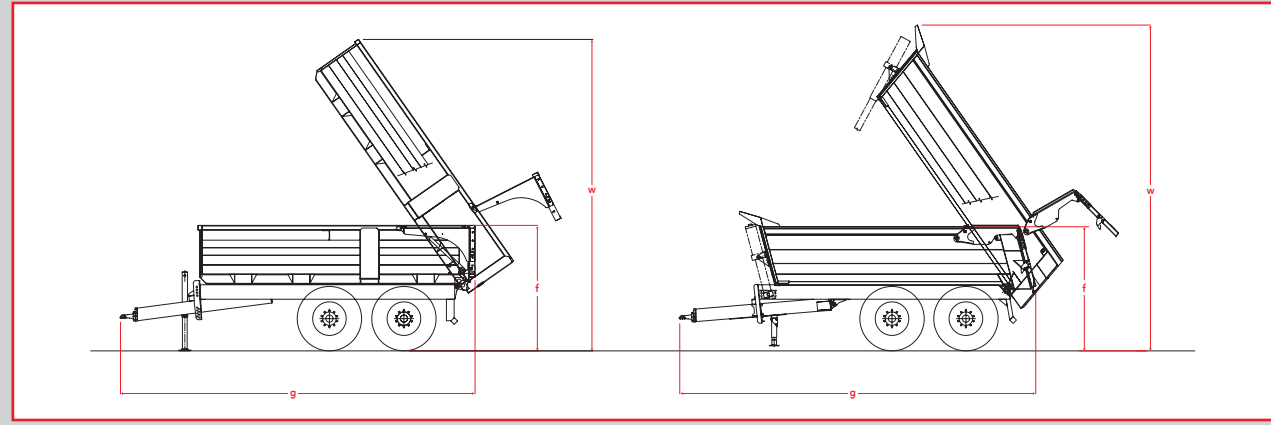


Automatic lubrication system (optional). Lubricates all nipples automatically, even in awkward areas, e.g. on the steering axles.

Technical data.

Technical Data					
Sand and gravel tippers	SK 500	SK 550	SK 600	„Halfpipe“ HP 20	„Halfpipe“ HP 30
Version	Flat floor	Flat floor	Flat floor	Halfpipe	Halfpipe
Axle configuration	Tandem	Tandem	Tandem	Tandem	Tridem
Payload, owner use*	approx. 20 t	approx. 22 t	approx. 22 t	approx. 25 t	approx. 30 t
Dead weight*	approx. 5.3 to 6.7 t	approx. 5.6 to 6.9 t	approx. 5.9 to 7.2 t	approx. 5.6 to 6.3 t	approx. 8.5 to 9.9 t
Gross weight	22 t at 40 km/h	22 t at 40 km/h	22 t at 40 km/h	22 t at 40 km/h	31 t at 40 km/h
Oil requirement / tipping angle	27 l / 55°	34 l / 55°	41 l / 55°	35 l / 55°	81 l / 55°
Hydraulic ram	Telescoping	Telescoping	Telescoping	Front mounted	Front mounted
Lift range / number of steps	2,250 mm / 4	2,230 mm / 5	2,780 mm / 5	4	5
BPW axles, axle diameter	150 x 150 x 16 mm	150 x 150 x 16 mm	150 x 150 x 16 mm	150 x 150 x 16 mm	150 x 150 x 16 mm
410 x 180 brake, trackwidth	1,950 mm	1,950 mm	1,950 mm	1,950 mm	2,150 mm
Chassis	Parabolic springs 24t Optional pivoting axles	Parabolic springs 32t Optional pivoting axles	Parabolic springs 32t Optional pivoting axles	Parabolic springs 32t Walking beams, indep. wheel suspension or hydr. suspension	Hydr. suspension with large axle travel and rams mounting on the rear axle
Body dimensions (interior)	5.05 x 2.30 m / 2.20 x 1.01 m (conical)	5.55 x 2.30 m / 2.20 x 1.01 m (conical)	6.00 x 2.30 m / 2.20 x 1.01 m (conical)	5.25 x 2.30 x 1.20 m	7.00 x 2.30 x 1.20 m
Volume (water volume)	11.1 m³ Water volume	12.2 m³ Water volume	13.2 m³ Water volume	12.5 m³ Water volume	16.5 m³ Water volume
Volume to SAE 221	14.4 m³	15.7 m³	17.2 m³	16.3 m³	21.5 m³
Floor sheet	6 mm St 52 or 6 mm HARDOX	6 mm St 52 or 6 mm HARDOX	6 mm St 52 or 6 mm HARDOX	6 mm St 52 or 6 mm HARDOX	6 mm St 52 or 6 mm HARDOX
Silage sides	60 or 80 cm	60 or 80 cm	60 or 80 cm	na	na
Capacity with 80 cm sides	20 m³ Water volume	22 m³ Water volume	23.8 m³ Water volume	-	-
Unloading height (standard tyres) (f)	2.49 m	2.60 m	2.60 m	2.58 m	2.80 m
Tyre size	560/60 R22.5	600/55 R26.5	600/55 R26.5	600/55 R26.5	600/55 R26.5
Unloading height (walking beams)	2.59 m (22.5")	2.64 m (26.5")	2.64 m (26.5")	2.62 m (26.5")	-
Dump height (55°) (w)	5.97 m	6.50 m	6.87 m	6.87 m	8.25 m
Overall length (g)	6.88 m	7.38 m	7.83 m	7.41 m	9.45 m
Recommended tyre size	560/60 R22.5 600/55-22.5	560/60 R26.5 600/55 R26.5 24 R20.5	600/55 R26.5 650/55 R26.5 24 R20.5	600/55 R26.5 650/55 R26.5 24 R20.5	600/55 R26.5 600/55 R26.5 24 R20.5

* Unladen weight and payload depend on specification.



The following table lists tyre dimensions, treads, capacities, speeds, etc. of leading brands. As the tyre of choice needs to strike a balance between soft treading 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 specific application and trailer model. We also offer comprehensive advice. Don't hesitate to enquire about your optimum choice for your specific application and level of specification. Further information may be obtained from our website at <http://www.krampe.de>.

Tyre table										
Manu- facturer	Dimensions	Ply PR	Possible engraving	Type	Height in mm	max. width	Load Index	max. load rating t / per axle	At speed	Permissible max. speed
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 R 22.5	-	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	14.0 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
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	560 / 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
Vredestein	560 / 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

* Figures refer to 20" rims

Cargo X-BiB
tread



380
tread



390
tread



404 (=328)
tread



Flotation
Pro tread



XS
tread

