










WE DELIVER THE FUTURE
Curtainsiders



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PLENTY OF SPACE FOR YOUR CARGO. THE RIGHT TRAILER FOR EVERY CHALLENGE.

WE OFFER YOU OPTIMAL SOLUTIONS FOR ALL TRANSPORT REQUIREMENTS. DISCOVER OUR PRODUCTS WHICH SET REAL STANDARDS IN TERMS OF INNOVATION AND QUALITY. A RANGE OF TRAILERS WHICH ENSURE VALUE STABILITY AND ARE ALSO PRACTICAL AND USER-FRIENDLY.

Always a good solution – the right vehicle for every application: From the Profi Liner, an all-rounder, to specialist vehicles such as the Paper Liner or Coil Liner, we offer you flatbed semitrailers for every situation and with different specifications. Maximum volume in our Mega Liner, special load securing equipment in our Paper Liner or Coil Liner. KRONE knows what transport professionals need and therefore takes practical details into account.

The Coffe-type semitrailers from KRONE are for professionals from professionals. With our Dry Liner and Cool Liner, you are ideally prepared for all refrigerated, fresh or dry goods transport. From transporting flowers, through meat hanging and doubledeck, to multi-temperature insulating partitions, there are also numerous variants for you, the customer, to choose from.

Sturdy and multi-functional – these are the characteristics of KRONE'S Container Chassis and swap bodies. Practical, versatile and easy to use – these criteria are found in both the chassis and the swap-bodies. And last, but not least, KRONE also considers an aerodynamic design.

Trailers and superstructures round off the diverse product range of KRONE. Simple and safe handling, tested components, first-class manufacture as well as the long-term protection provided by the cathodic dip coating plus powder make KRONE vehicles an investment which pays off in every case.





PROFESSIONALS AMONG THEMSELVES. THE FLATBED SEMITRAILER FOR THE HIGHEST DEMANDS.

THE FOUR PRODUCT LINES IN THE KRONE FLATBED SEMITRAILER RANGE SATISFY IN A BUSY WORKING DAY – ABSOLUTELY RELIABLE PROFESSIONALS IN THE TRANSPORT INDUSTRY. THEY GIVE YOU THE BEST POSSIBLE PRACTICAL SOLUTION FOR EVERY TRANSPORT TASK AND HAVE A DECISIVE COMMON FEATURE: THE ECONOMICAL AND ROBUST BASIC EQUIPMENT OF ALL PROFI LINERS.



A FULL LOAD OF EXPERIENCE. THE PROFI LINER.

ALL OF OUR KNOWLEDGE HAS BEEN INCORPORATED INTO OUR PROFI LINER. YEARS OF EXPERIENCE WHICH WE BRING ONTO THE ROADS WITH THE MAXIMUM POSSIBLE QUALITY. HERE, OUR PROFI IS IN ITS ELEMENT AND IT MAKES A DIFFERENCE EVERY DAY.

**Certified
superstructure
stability**

Quality is the foundation of everything

Our Profi Liner has been thought out to the finest detail and fitted with particularly high-quality standard components. For this reason, it is the basis for all KRONE semitrailers. It does not matter what challenges you put in its way, it will solve them reliably.

An investment that holds its value

With the welded chassis, the cathodic dip coating and the award-winning KRONE Multi Lock external frame you can count on high stability, the best possible protection and durability – and on a high resale value for the second life of the trailer.

Profi Liner tailor made

Fit out your Profi Liner exactly to your needs with all the features that make it a true professional for your business.





PROFI LINER. STANDARD EQUIPMENT.



KRONE Sliding Roof.

Diagonal trussing is not required when using the new KRONE Sliding Roof, as the external beam here is equipped with a special stiffening.



Robust side guards.

The side collision protection is firmly screwed to the frame and powder-coated in white for safety reasons.



Protected valves.

The setting valves are well protected behind the axle assembly. The wheel chocks, too, are always at hand there.



Effective spray protection.

The wheel arches and the mudguards are provided with spray suppression as standard.



Underrun protection and light panels as individual components.

The separate and screwed-on execution of the components allows a quick and smooth replacement.



Double collision protection.

A chassis which is pulled up at the front and the plywood rebound plate, which is screwed to the front wall, guarantee protection and stability.



Solid coupling support.

Connections for light and air on two levels avoid cable chaos. Connections for a second travel height adjustment unit are available upon request.



Safe telescoping ladder.

Due to its large, conspicuous step, the stepladder ensures easy climbing and optimum working safety.

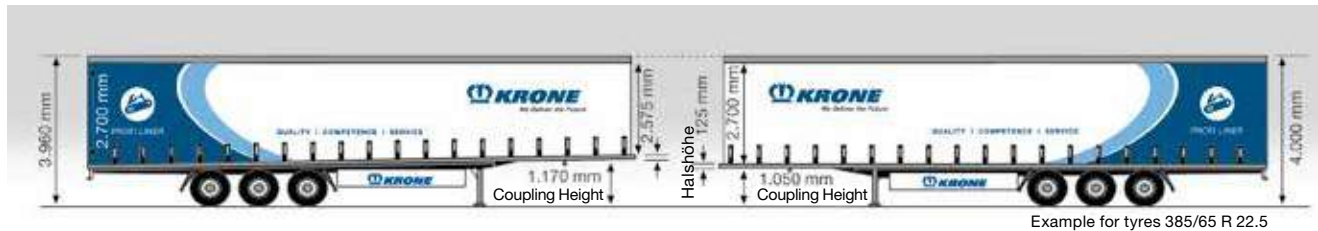


Multi Lock external frame.

Strapping points at intervals of 100 mm for universal load securing.



PROFI LINER. SUPERSTRUCTURE.



Flexible application to all tractors.

Even today, the Profi Liner is well prepared for future semitrailer tractors. The coupling height is variable from 1,050 to 1,170 mm. This is made possible through the height-adjustable running gear in combination with the KRONE screwing technique: The front wall / roof connections and the side post carriage are designed with a hole pattern and can thus be adjusted with low expenditure. The side curtain and the roof curtain can (ex works) be tailored so that they can be easily adapted to the modified superstructure height. Of course, the internal height can be returned to the original measure, if required. Thus the Profi Liner is well equipped for all manners of trailer operations.



Comfortable sliding roof.

For using a crane directly at the front wall, the sliding roof can also be opened from the front to the rear after opening the curtain buckles.



Practical side posts.

The simple handling of the side posts via one-hand operation facilitates loading and unloading.



Solid curtain tensioner.

Integrated at a protected position at the rear, it provides sufficient leverage for a tightly fitted curtain.



Quick release curtain tensioner.

Due to the turn tension lever on the front wall, the curtain can be opened and closed quickly and easily at the front, too.



Solid three-part front wall.

It is made of steel and firmly screwed to the frame. The roof height can be selected from 2,575 mm to 2,800 mm.



Practical locks.

Integrated turn rods and embedded door locks for flush outer walls.



PROFI LINER. BOARD WALL EQUIPMENT.



High container door.

For quick loading and unloading from the rear, there is the board wall vehicle also with higher container door.



Multi Lock equipment.

Tension straps with flat hooks allow using the Multi Lock external frame even when the side walls are closed.



Solid board wall protection.

An integrated collision protection system prevents side wall damage whilst loading and unloading from the side.



Building Material Profi Liner.

The Profi Liner is also available as an open van with board walls in heights of 550, 750, and 1,000 mm. Optionally, the front wall height is 1,200, 1,600, or 2,000 mm.



PROFI LINER DOUBLE DECK.



Doubledeck equipment.

Five pairs of centre posts subdivide the superstructure into six fields. Due to twelve longitudinal loading beams with hole pattern, 23 transverse beams are received, resulting in 33 additional pallet storage places on the second loading level.



Sophisticated handling.

Loading beams that are not in use can be stored longitudinally between the centre posts, in the same way as planks. Plank pockets allow flexible applications.



Simple side posts fixing.

Due to the comfortable one-hand operation, the side posts can also be simply unlocked and shifted in case of a doubledeck superstructure.

Simple loading beam handling.

The double deck bars are locked within the hole pattern and are self-protected; the same applies to the transverse beams.



PROFI LINER HUCKEPACK.



Railway transport equipment.

Naturally, the KRONE Profi Liner is also available with special equipment for railway transport.

Axles with split airbags.

During the loading process, the air suspension bags automatically raise to avoid stretching. Thus damage during spring deflection is avoided.



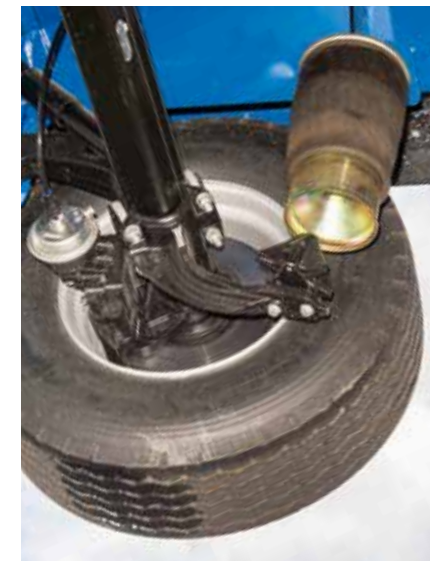
Raising the underrun protection.

Depending on the tractors in use, the underrun bumper and the side guards can be folded away and locked easily.



Robust equipment.

Strong curtain edges and double thickness panels guard against damage during crane and fork lift loading.





PROFI LINER CITY.



Profi Liner City.

Agile in inner-city cargo traffic.

Inner-city cargo traffic as well as construction site traffic place particular demands on transporting goods: It requires flexible, robust and, above all, versatile trailers to be able to operate efficiently even in the narrowest of spaces. The Profi Liner City is tailored to these demands: a robust chassis, low-maintenance and quick response one-bar forced steering form the basis for this.



Extreme mobility.

The forced steering is a proven one-bar system, integrated in the running gear and low-maintenance. The steering angle of 25 degrees allows manoeuvring in very restricted space.



PROFI LINER TIR.



Profi Liner TIR. Flexibility in International Transport.

With Profi Liner TIR, KRONE has been providing a sliding curtain trailer with customs seal since 1999.

Designed for the requirements of shippers operating within and outside the European Union, KRONE has optimised the Profi Liner TIR even further. Curtain buckles in customs version on the outside frames, as well as bespoke solutions in locking technology prevent unauthorised opening of the cargo compartment. With the board wall body, the curtain buckles remain in the curtain retainer of the board wall. The same technology is also used for the customs version lock on the Mega Liner. Standard curtainsiders are fitted with a TIR Edscha sliding roof.



Special locking technology.

The front and rear curtain tensioners are secured against access by concealing the customs cable behind a specially designed flap.

Suitable for combined traffic.

The Profi Liner TIR is also suitable for railway transport; the trailer can be transported at speeds of up to 140 km/h by rail (Code XL).



PROFI LINER MULTI STEEL. SAVE TIME WITH FORM FIT.



WITH PROFI LINER MULTI STEEL KRONE OFFERS A SOLUTION FOR FORM-CLOSED AND EASY LOAD SECURING OF REINFORCEMENT MATS, LATTICE GIRDERS AND 2D/3D ELEMENTS. BENEATH THE SIGNIFICANT GAIN IN SAFETY AND TIME COMPARED TO THE USUAL TIE-DOWNS WITH A VARIETY OF LASHING STRAPS, THE KRONE SYSTEM OFFERS A FAST HANDLING BY VEHICLE INSPECTIONS BY THE POLICE OR THE LOCAL ENFORCEMENT AUTHORITIES. THE PROFI LINER MULTI STEEL IS AVAILABLE ACCORDING TO YOUR REQUIREMENTS AS PLATEAU OR SIDE BOARD VERSION.

The Profi Liner Multi Steel puts an end to complex and time-consuming tie-down. The friction between the load and the load platform is increased by tying-down. The force which the lashing means press on the load must come till the bottom in order to increase the friction between load and load platform. And exactly this effect is by the tying-down of flexible reinforcement mats only achieved with immense effort. Furthermore, there is a danger of damaging the 2D/3D elements through the tying-down. Therefore, form fit is the better solution for these goods in transit. The variable post system made by KRONE guarantees this form-fitting

and is suited for securing reinforcement mats according to the load securing regulation VDI 2700. Thanks to the post technique, it is possible to transport higher payloads and higher loads, compared to other solutions recommended in the loading regulations. Further advantages: Just a few actions are required for correct load securing, load securing according to the standards and regulations are much quicker than with conventional securing methods. Whereby, load securing is mostly possible from the ground. Dangerous “gymnastics“ on the mats is a thing of the past.



Universal transport options.

The posts on the Profi Liner Multi Steel are variable in position and thus make it possible to transport reinforcement mats 5 and 6 m long safely.



Front support with bracing.

In addition to the laterally extendable posts, there are additional post pockets in the neck area and in the middle of the vehicle for securing to the front and rear.



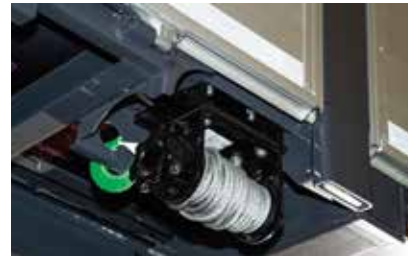
Plug-in posts with lashing strap guide.

The integrated lashing strap guide increases the safety because the strap is guided through for this provided material cut and thus cannot slip.



Practical pallet box.

In case of non-use of side panels, the side panels together with centre stakes and stakes that can be inserted are accommodated in an optional stowage box with suitable mountings.



Winches.

The vehicle has 6 winches on each side for 8 mm lashing ropes or corresponding lashing straps. Per winch one lashing ring for heavy cargo is integrated.



The advantages

- › Form-fitting securing.
- › Increased flexibility with various different loads.
- › Tested by TÜV Nord.
- › 50 % time saving when load is secured.
- › Reduced time for vehicle checks by the police and local enforcement authorities.
- › Load securing certificate for reinforcement mats in accordance with VDI 2700.
- › Weight-optimised posts that can be inserted with integrated guide for lashing straps.

Lateral securing.

Per side 6 extendible post pockets. Likely available sizes: 2,010, 2,120, 2,190 and 2,300 up to 3,050 mm.



Flexible lashing positions.

6 pairs of Multi Lash lashing rings are provided as standard. The lashing ring positions can be positioned in variable locations on the external frame.

Remarks: In case a vehicle is used for indivisible cargo of more than 2,550 mm in size, a certificate of exemption (according to sec. 47 of FZV in Germany) is necessary that must be issued in the name of the vehicle owner. The TÜV CERTIFICATE require for this purpose is included. This certificate mentions data/sizes to be maintained by the truck (e.g. no. of axles: 2; width: 2,550 mm; fifth wheel load: 540 mm; centre distance: 3,600 mm; couple size "a": 4,500 mm) that are to be observed for meeting the requirements of cornering characteristics according to sec. 32d of StVZO. In case of deviations or uncertainty, it is important to verify beforehand that the articulated vehicle in question in combination with the corresponding semitrailer meets the requirements of cornering characteristics. We are glad to help you here.



PROFI LINER HD. PRODUCT FEATURES.



Profi Liner HD Flatbed.

The Profi Liner HD impresses with its reinforced chassis. It is designed for use in demanding transport applications and particularly for export markets.



Sturdy rear.

The rear of the vehicle is of a particularly sturdy design. The lighting bracket and underrun protection are individual components and can be replaced separately.



Robust side guards.

The foldable side guards allow easy access to the stowage boxes or spare wheel carriers mounted underneath the chassis.



Stable front wall.

Protection and strength is assured with the combination of a front-raised chassis and reinforced phenolic guard plate. In addition, the front wall has been designed to permit side loading.

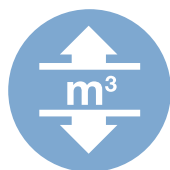
Profi Liner HD.

- › Flatbed variants:
Deliverable in lengths of 12,400 mm and 13,480 mm with a coupling load of 16,000 kg.
- › Versions: Flatbed/Curtainsider for export markets:
Deliverable length of 12,400 mm with a coupling load of 18,000 kg.

Practical options:

- › Heavy duty axle assembly.
- › Strapping winches for steel cables on the side and the rear.
- › Strapping rings on the outer frame.
- › Strapping hooks on both sides below the outer frame.
- › Container locks for:
1 x 40', 2 x 20', where the 40' and the rear 20' container are designed for loading and loading flush to the rear, as well as 1 x 20' in the middle (up to 30 tonnes).
- › Post sockets in the outer frame.
- › Board walls made of steel or aluminium.
- › Floor variants:
Steel segment floor (checker plate), hardwood floor/plywood floor.
- › Disc or drum brakes.
- › Stowage box for tools, food, water tank, fire extinguishers, etc.





THERE IS SIMPLY MORE TO IT. THE MEGA LINER.

Coupling heights
from 880 mm!

OUR MEGA LINER MEETS ALL THE EXPECTATIONS IN THE AUTOMOTIVE INDUSTRY AND GOES THAT LITTLE BIT FURTHER. IT IS NOT JUST ITS CARGO VOLUME THAT MAKES IT A CHAMPION. WE HAVE CONTINUOUSLY DEVELOPED THE MEGA LINER OVER RECENT YEARS. AN INNOVATIVE HIGH-VOLUME VEHICLE – PACKED WITH SOPHISTICATED TECHNOLOGY.

Size and speed

The low chassis ensures that the Mega Liner leaves no wish unfilled with its mega capacity of 100 m³ and, thanks to a highly-efficient hydraulic rising roof, it permits loading and unloading in a jiffy.

Models for the future

With the piggy-back model, there is also a Mega Liner which is optimally suited for these high-speed routes in freight transport. Moreover, the Mega Liner Coil combines flexibility in volume transport with a reinforced chassis as well as a coil trough of 7,236 mm in length for the transport of steel coils in one vehicle.

Practice oriented

With our new solutions we continue to set new standards. For example, with our Mega Liner Automotive we present a tailor-made solution to meet the high demands in the car industry. Practical features, such as the EasyTarp side curtain, permit even more efficient transport of high-volume goods.





MEGA LINER. PRODUCT FEATURES.



50 mm neck height

KRONE supplies the Mega Liner with two different neck heights: 80 and 50 mm. When using a tractor unit with a coupling height of 915 mm, the neck height of 50 mm permits an internal height of 3,000 mm (UK, roof beam). With tractor units with a coupling height of 885 mm, the 80 mm neck permits also an internal height of 3,000 mm.

Thus, you are playing it on the safe side!



Proven rising roof hydraulics.
Operating the hydraulic rising roof is very simple (car jack principle). Everybody does it intuitively right.



Practical side posts.
The side posts are easily operated and adjusted for height adjustment.



Body height adjustment at the front.
The easily operated height adjustment offers the possibility to adapt the total height to different tractors.



Mega Liner Huckepack.
The Mega Liner is also available as huckepack execution for railway transport with the wagon types pocket wagon Mega2 and T5 by Hupac, 'sail' wagon and its advanced version T3000 as well as the articulated double-pocket wagon TWIN by AAE.



Travel height adjustment of the door latches.
There are locking possibilities for up to 5 different superstructure heights integrated in the roof beam. In the standard version, 3 settings are possible.



Mega Liner Coil.
Equipped with the proven coil well and a reinforced chassis, the Mega Liner is also available for transporting steel coils.



MEGA LINER MULTOS AND MULTOS PLUS. MAKE MULTOS FROM ONE.



In order to achieve long-term flexibility and high retention value in the fleet, it is ideal to be able to adapt the trailer height when required and just this is provided by the multos. By means of the adjustable roof, the height of the trailer can be adapted to the respective coupling height of the tractor unit. Thus, the maximum permissible overall height is observed at all times.

One trailer for all tractor units.

Today a tractor unit with a coupling height of 1,150 mm, but in the future, a mega unit with a height of 965 mm. Limitations in the trailer's use occur only where the legally permissible overall vehicle height might be exceeded. The Multos however, opens new possibilities in this respect and when adjusting the roof height, internal heights of 2,700 to 3,000 mm can be achieved – a distinctive advantage for the

transporter. In this way, the trailer can be used for all conventional tractors with ASH 965, ASH 1,050 and ASH 1,150 mm - for maximum flexibility in the fleet. This allows the trailer to be used in many different ways and this also improves its resale value.

Flexible height adjustment.

The roof of the Mega Liner can be lowered in three steps by up to 150 mm from its internal height of 3,000 mm, using the conventional travel height adjustment function. The Multos, on the other hand, can be set lower by a further 150 mm, using additional adapters in the adjuster unit if the trailer needs to be coupled to a standard tractor with a ride height of 1,150 mm.



Raised roof depth.

The side wall height has been lowered to allow greater vertical adjustment while the standard roof depth has been raised by approx. 150 mm at the same time.



KRONE Mega Liner Multos Plus - From Mega Liner to Profi Liner in just 5 hours.

Converting a Mega Liner into a Profi Liner – in just a few hours. KRONE is offering this solution with the Mega Liner Multos Plus.

Conversion of a special trailer for volume transport (coupling height 950 mm) into a conventional standard trailer (coupling height from 1,050 to 1,150 mm) can be quickly executed with the Multos Plus conversion kit using the operating instructions provided. During conversion, in addition to using additional air bag consoles and switching to 385/65 R 22.5 tyres, Multos Plus also uses an adaptor for the Multos power unit which raises or lowers the body to suit required ride heights.



Key advantages at a glance

- › Fast conversion with Multos Plus Conversion kit is available
- › A flexible trailer, with a conversion kit to boost demand in the used trailer market.
- › Higher resale value



Wheel boxes.

Wheel boxes embedded in the floor allow sufficient clearance for the top of the wheels.

**Fully integrated
lasting value**



MEGA LINER AUTOMOTIVE. JUST IN TIME.



KRONE HAS DEVELOPED THE MEGA LINER AUTOMOTIVE AS A CUSTOMISED SOLUTION FOR VARIABLE HEIGHT DEMANDS IN AUTOMOTIVE LOGISTICS. PRACTICAL FEATURES SUCH AS THE EASYTARP SIDE CURTAINS, THE HYDRAULICALLY ADJUSTABLE LIFTING ROOF, ALUMINIUM PROFILES VERTICALLY BUILT-IN TO THE CURTAINS, IN ADDITION TO SUPERSTRUCTURE HEIGHT ADJUSTMENT, MEAN THAT THE TRANSPORTATION OF VOLUME GOODS CAN NOW BE CARRIED OUT IN AN EFFICIENT, ECONOMIC AND RELIABLE WAY.

The specialist for automobile logistics - robust, light, safe and quick.

Because the automotive transport sector demands a high frequency of loading and unloading on a daily basis, the Mega Liner Automotive is designed with safety and efficiency as a priority: The EasyTarp side curtain saves a lot of time when opening and closing. The aluminium profiles integrated in the side curtains make time-consuming handling of 'plug-in' planks unnecessary. Steel 'plug-in' planks are used to secure the cargo at the rear where the sturdy telescopic cross beams

are inserted. This horizontal load securing system towards the rear offers the advantage that the sliding roof can be used for loading and unloading from the top without any limitations. The trailer has been equipped with the market-proven hydraulic lifting roof for additional space at the top. The Mega Liner Automotive meets the requirements of Daimler's load securing directive 9.5 and is certified for transporting beverages. Furthermore, the Mega Liner Automotive is certified in accordance EN 12642 Code XL.



The curtain quick fastener.

The curtain opens from the front and rear. At the rear, the curtain is tensioned using a tensioning ratchet. By pressing a switch on the front wall, four pneumatically operated tensioning hooks release or tension the curtain on each side by releasing or engaging the four curtain buckles. The tensioner handles are recessed into the external frame to protect against damage (e.g., from a forklift).



Loading space right up to the roof.

The lifting roof makes it possible to load up to the traverse roof beam. The lifting roof from the driving position is 400 mm. A reduced body height by 100 mm can also be set for driving. The function of the quick curtain tensioner is unaffected regardless of height settings.

Key advantages

- › The sliding roof can be operated without limits
- › Only an approximate 200 kg extra weight
- › The curtain buckles cannot be damaged from forklift loading (the curtain is protected at the top behind the external beam and the curtain buckles are protected behind the external frame)
- › 70% time savings when loading and unloading
- › Rear load securing proven in practice
- › Short amortisation/return on investment period



Horizontal curtain tensioner.

Horizontal curtain tensioning is carried out easily using a ratchet located on the side at the rear of the trailer.



Uncomplicated load securing.

Aluminium profiles integrated vertically into the side curtains effectively replace 'plug-in planks' which might ordinarily be used.



Curtain tunic.

For fast and easy operation when reducing the body height, the lower section of the curtain can be adjusted using a hook and loop fastener.



Load securing of partial or mixed loads.

Steel cross members with telescopic adjustment are used to secure loads at the rear of the trailer.



MEGA LINER VARIOFLOOR. MEGA FLEXIBLE.



THE MEGA LINER VARIOFLOOR OFFERS INNOVATIVE, PRACTICAL SOLUTIONS TO ACHIEVE MAXIMUM FLEXIBILITY FOR MIXED AND PACKAGED LOADS.

Double-deck loading.

For maximum loading flexibility when carrying packaged goods, KRONE has developed the Mega Liner Variofloor. The loading and unloading is only carried out from the side of the vehicle and the rear is therefore equipped with a full curtain. The body can be adapted to take three separate floor sections, each of which can be independently adjusted in height to accommodate a maximum of 66 pallets. Each floor is 4,400 mm in length and has been designed for a payload of 4,000 kg (12,000 with Double-deck) and can be used for transporting loads on pallets that cannot be stacked such as those which are typical for packaged

goods. This means that the loading area is used to its full capacity for packaged goods and also that the turn-round times are significantly reduced in comparison to conventional double stack systems with over 20 individual loading beams. Moreover, the Mega Liner Variofloor can be used flexibly and makes planning easier for the dispatcher.

The new trailer from KRONE also has a convincing environmentally friendly aspect. Transport is carried out more efficiently and less fuel is used per transported tonne, which also reduces CO2 emissions at the same time.

**Double-deck for
packaged goods**



Easy handling of intermediate floors.

The intermediate floors are adjusted in height by the use of a fork lift and have corresponding integral pockets for the purpose. A slight raising of the floor is enough to release the toggle latches. Locking is then carried out automatically in the next, higher up locking position. Alternatively, the intermediate floors can be manually locked when, for example, they only need to be partially raised or lowered.

The intermediate floors are guided and locked onto the front and rear corner posts as well as to the centre posts. The floors can be moved independently of each other in six steps (each 350 mm) upwards or downwards. If the floor is locked in the middle position, pallets of 1,400 mm height can be loaded into the lower and upper floors with a clear internal height of 2,950 mm. If the intermediate floor is lowered to the vehicle floor, the maximum clear internal height is 2,800 mm.

Intermediate walls.

Aluminium locking bars are used between the fixed centre posts. They are used to secure the rear load and simultaneously serve as an additional wall for the next load section.



Flexible use of loading space.

Each intermediate floor, with a length of 4,400 mm, is designed for a payload of 4,000 kg and its variable height achieves optimum flexibility when carrying packed or mixed loads.



Centre lifting roof.

Using a hydro-pneumatic system, the roof can be lifted from a central position by 350 mm from all four corner posts at the same time.



MASTERS EVERY ROLE. THE COIL LINER.

More payload with
the Coil Liner Ultra:
5,980 kg
tare weight

WE MADE A SIGNIFICANT CHANGE TO HOW COILS WERE TRANSPORTED AS EARLY AS 1973. BACK THEN, OUR ENGINEERS DEVELOPED A SPECIAL TROUGH WHICH HAS BEEN USED EVER SINCE FOR SAFELY TRANSPORTING ROLLS OF STEEL. A SMALL REVOLUTION FOR A MAJOR INDUSTRY.

A step forward for safety

The innovation at that time was driven by a need to try again and again to find the correct answers when it concerned the safe transport of coils. We gave the Coil Liner a specially reinforced chassis meaning that the trailer could remain as stable as possible even with extreme point loads. Innovative standard components give additional security.

A hardened-steel professional for the practice

Practical details are the convincing arguments as they make work easier, save time and reduce your costs. It has a very sturdy chassis and, with the help of the heavy-duty strapping rings on the external frame and additional plug-in posts, means that steel coils can be secured in the best possible way.

Fully flexible

Thanks to the Multi Lock external frame, with its many strapping points and fork-lift compatibility Coil covers, you can transport any load with the Coil Liner. It is load-independent certified.







Safe coil well.

Simple but ingenious: The KRONE well in the Coil Liner floor blocks uncontrolled movements of the steel coil.



Sturdy trough cover.

The coil well cover can be easily handled and is so solid that it is even forklift-compatible (fork lift axle load up to 5,460 kg).



Optimum strapping angles.

The Multi Lock external frame allows safe down, direct, and inclined strapping of coils in any direction.



Extra strapping rings.

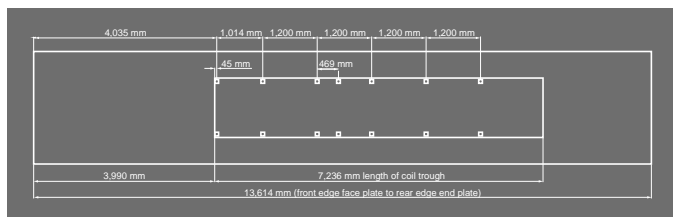
Ten pairs of heavy-duty strapping rings, with a strapping load of 5,000 kg, complement the manifold strapping points of the Multi Lock external frame. The strapping troughs are equipped with a cover.



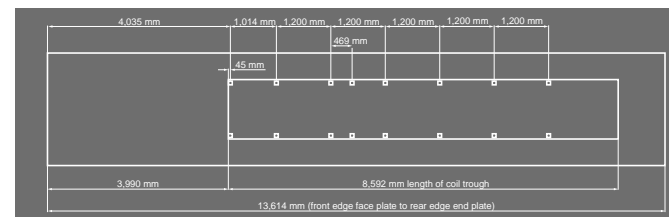
Solid plug-in posts.

Plug-in posts of the coil well ensure form-fitting and proper load distribution. Two plug-in posts (80x80 mm) are standard equipment; additional posts are available as optional equipment.

Position of the coil well (7.23 m, standard equipment)



Position of the coil well (8.59 m, optional equipment)



COIL LINER COMPACT. PRODUCT FEATURES.



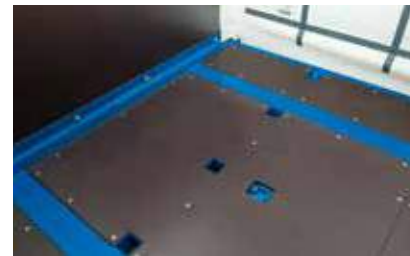
The specialist.

10 m vehicle length and 6.3 m coil trough with a dead weight of 5,000 kg – this data makes the Coil Liner compact a specialist for transporting coils and slit strips. The new Vario Coil system makes load securing easier.



Heavy-duty strapping rings.

Eight pairs of heavy-duty strapping rings with a strapping load of 5,000 kg complement the many strapping points of the Multi Lock external frame.



Additional post sockets.

In the neck area, the vehicle is fitted with additional post sockets as well as heavy-duty strapping rings. The front wall is clear to allow side loading.

Vario Coil System.

Using a grid rail on the beams along the coil trough, the Vario Coil system has the flexibility to be inserted along the whole length. This means that coils and slit strips of any size can be secured at the load's centre of gravity. Two coil securing supports with struts support the coil in the forwards direction while one beam behind the coil secures it rearwards with the use of tension chains.



Curtain roller.

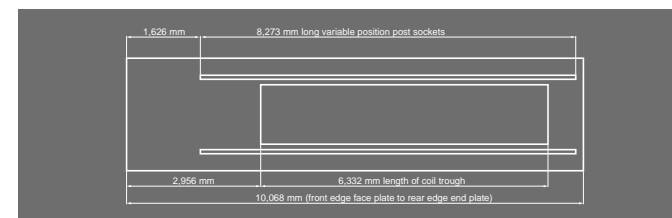
The Coil Liner Compact can be fitted with an optional curtain roller to open the rear of the vehicle more quickly.



Weight optimisation.

An optimised chassis, winchable aluminium landing legs and air tanks give the vehicle its low dead weight of 5,000 kg.

Position of the coil well (6,3 m)







EVERYONE HAS THIS ON THEIR PIECE OF PAPER. THE PAPER LINER.

THE EQUIPMENT ON OUR PAPER LINER IS PERFECTLY MATCHED TO MEET THE REQUIREMENTS FOR TRANSPORTING ROLLS OF PAPER AND, JUST AS WITH EVERY KRONE TRAILER, ITS LOAD SECURITY IS CERTIFIED INDEPENDENT OF THE LOAD.

Matched to the cargo

Paper is a heavy and fragile cargo. The haulier needs a trailer which is perfectly matched to the goods being transported: such as the Paper Liner from KRONE. The chassis was specially developed in cooperation with our customers and forms the base, short transverse beam spacing, additional cross-members at the rear and the long-lasting steel roller running rails are the perfect addition to it. It makes any point loads during the loading process hardly noticeable.

Comprehensive protection

Particularly helpful when transporting paper: The KRONE Multi Lock external frame with its multiple strapping points gives you unlimited possibilities to secure the cargo. Four running rails set into the floor for pallet rollers as well as eight plates with holes in the longitudinal direction guarantee additional protection and optimal loading options.

Also as a light-weight
Paper Liner Ultra: Tare
weight 5,970 kg





PAPER LINER. PRODUCT FEATURES.



The load securing equipment for paper rolls.

In combination with steel running rails, which are embedded in the compartment floor from the front to the rear, the Multi Lock external frame offers numerous strap-
ping points for universal load securing of paper rolls.



Versatile roll stability.

Four rows of running rails for paper rollers with wedge-type perforated rails secure rolls in any variation.



Robust chassis.

The extraordinary stability of the chassis with a fork lift axle load of seven tons shows itself at its best primarily in quick loading/unloading cycles.



Excellent paper roll securing.

Due to its numerous strapping points, the Multi Lock external frame offers universal securing possibilities, particularly when loading paper rolls.



Smooth running rails.

Steel running rails in combination with pallet rollers make it possible to shift the paper rolls without much effort. The 20 mm lifting height of the rollers offers sufficient safety when handling paper rolls and also permits the use of anti-slip mats.



Pallet rollers.

KRONE can provide original Joloda pallet rollers with a load capacity of 2.5 or 3.5 tons and a rising height of 13 or 20 mm. Upon request, the lining slats made of recycled plastic can be placed into the plank pockets of the superstructure to save space.



Standard stow box.

The transverse stow box under the rear offers enough space for optional accessories such as spindle wedges or paper rollers.



Optional securing equipment.

In order to secure the paper rolls even more effectively, chocks, anti-slip mats and lashing straps are available for the Paper Liner.



THE KRONE LIGHTWEIGHTS FOR INCREASED PROFITABILITY. THE KRONE ULTRA SERIES.



SAVING VEHICLE WEIGHT MEANS THAT YOU CAN GAIN MORE PAYLOAD – KRONE HAS FOLLOWED THIS MAXIM IN THE DEVELOPMENT OF THE ULTRA VERSION, WHICH IS OFFERED FOR THE COIL LINER, PAPER LINER, PROFI LINER, AND MEGA LINER SERIES. THROUGH THE USE OF NEW MATERIALS AND A VARIETY OF DESIGN INNOVATIONS, TRAILER TARE WEIGHT HAS BEEN SIGNIFICANTLY REDUCED.

The Ultra series
Profi, Paper, Coil
and Mega Liner

Profi Liner Ultra.

5,630 kg - this is the tare weight of the Profi Liner Ultra - made possible by a number of design innovations. From redesign of the chassis, to the use of light alloy, e.g. for the front bulkheads, rear walls and for weight optimisation of the trailer floor. The result: A significant increase in payload for your day-to-day transport, and up to 5,460 kg fork lift load bearing.

Paper Liner Ultra.

With the Paper Liner Ultra, KRONE offers a trailer that is ideally suited for the professional transport of paper rolls. The basis for this trailer is the modified KRONE chassis with short transverse beam spacing, equipped with running rails

for pallet rollers where the rails are attached directly to the chassis. In addition, adjustable wedges can be placed at various intervals to further secure the rolls. The tare weight of the Paper Liner Ultra is approx. 780 kg lighter than the standard version, at approx. 5,970 kg.

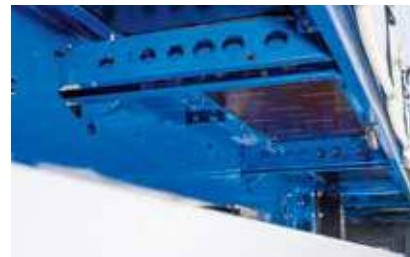
Mega Liner Ultra.

The new Mega Liner Ultra stands out as a real lightweight in the volume trailer sector with its tare weight of only 5,950 kg. The key factor in achieving its low weight is the completely redesigned chassis; thanks to the weight-optimised design of the main beams and cross members, it was also possible to reduce the tare weight without losing stability.



Key advantages

- › Increased payload through lower tare weight.
- › Reduction in the number of journeys required.
- › Fuel savings and lower CO₂ emissions through reduced transport requirement.
- › Lower transport costs through reduced fuel consumption and higher payload.



Coil Liner Ultra.

The Coil Liner Ultra has a dead weight of just 5,980 kg. By using fine-grained steel and a variety of design innovations, in the floor and the chassis for example, the dead weight of the Coil Liner has been considerably reduced again – while retaining the full strength and functionality of the semitrailer.

The coil well is equipped with post pockets and two coil-securing supports as standard. In addition to that, the sliding curtain coil trailer has the Multi-Lock

external frame as standard (with approx. 130 strapping points per side rave), as well as additional heavy duty strapping rings near the external frame, so that the load can always be secured in the best manner possible.

Moreover, in the neck area , plug-in posts can be positioned across the trailer, thus providing a safe method for securing longer or over-sized cargo. The trailer floor has a fork lift load bearing weight (CSC-standard) of up to 5,460 kg. Both the front bulkhead and the rear doors are made of light alloy.

FLATBED SEMITRAILERS. OPTIONAL EQUIPMENT.



Solid plastic-tool box.

The large tool box is made of impact-proof material and is fixed to the frame by means of solid beams.



Robust pallet boxes.

Pallet boxes of different sizes can be placed in front of the axles. They also provide additional side impact protection.



XL stowage box.

The so-called "Dakenbox" is also made of plastic. It offers you a larger stowage space when compared to conventional tool boxes.



Steel tool box.

As an alternative to the plastic-toolbox, KRONE also offers a version made from galvanized steel with a painted lid.

Pallet box behind the axle assembly.

Practical, also for various load securing accessories: a second pallet box behind the axle assembly. Alternatively, this box is available with an integrated spare wheel carrier.



Spacious storage box.

We can provide you with an optional bigger storage box which is integrated into the spare wheel carrier.



Flat stowage box behind the unit.

A particularly flat stow box (350 mm high) behind the axle assembly gives sufficient ground clearance when loading at a ramp on a slope.



Practical front wall stowage.

A compartment integrated in the front wall serves as an alternative to the classic storage box, and is used to store paper wedges, strapping belts, etc.



Food box.

The insulated food box is practical and hygienic.



Water tank.

An optional 50 litre water tank ensures availability of fresh water.



Extinguisher box.

Storage case and fire extinguisher (6 kg) are mounted to the brace winches for quick access. Alternatively, the boxes can also be attached to the front wall.



Safety all-round.

A yellow beacon and pull-out warning sign warns other road users, for example, when transporting wide loads.



Rear spray suppression.

An optional spray suppressor minimises rear water spray for following traffic.

FLATBED SEMITRAILERS. OPTIONAL EQUIPMENT.



Storage compartment in the floor.

The storage compartment in the floor offers additional stowage for load securing equipment, as well as protection against theft and loss.



Solid plug-in posts.

Galvanised plug-in posts (80 x 80 mm) for post sockets integrated in the floor are particularly suited for securing steel coils.



Post pockets.

10 rows of individually adaptable post pockets provide the flexibility to safely secure the load. From the fourth row, the pockets are also equipped with lashing points.



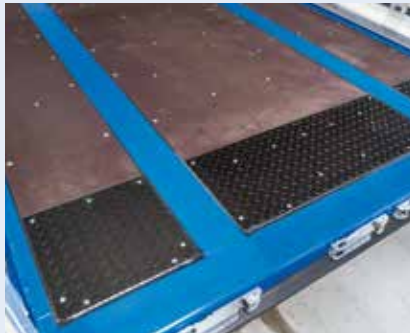
Open post depot.

An open depot mounted laterally under the chassis receives the plug-in posts when they are not in use.



Closed post depot.

The plug-in posts are stored in a closed stowage box mounted transversely under the chassis to prevent theft and contamination.



For heavy usage at loading platform.

Floor reinforcement in rear of vehicle using chequered plates, and ideal reinforcement for heavy usage at loading platform.



Multi Screw.

The screw-fastened Multi Screw pallet attachment elements can be quickly and securely attached to the side rail.



Hardwood floor.

Hardwood floor, laid between the main chasis rails, in the longitudinal direction, with bordering of Omega profiles, 40 mm thick.



Safe stop.

The welded-on pallet stop edge prevents sliding/shifting of the load.



Trailer Safety Floor - Safe and low-noise.

Fewer straps and no requirement for anti-slip mats - This is possible using a special spray coating that is applied to the conventional floor surface with a thickness of approx. 4 mm. In addition to the time saved while securing the load (coefficient of kinetic friction of 0.6), a significantly noise reduction is also achieved when loading the trailer.



Strong plug-in planks.

An additional attachment on the exterior frame prevents bending of the lower plug-in side planks and provides additional collision protection. In addition, this solution is an alternative for the pallet stops required for the Daimler Certification 9.5.

FLATBED SEMITRAILERS. OPTIONAL EQUIPMENT.



Hubodometer.

You can calculate the effective mileage of your vehicle using the axle cap odometer. This is independent of the truck.



Tyre pressure control system.

The IVTM tyre pressure monitoring system reports any deviation in the set tyre pressure directly to a display fitted in the driver's cab.



Lifting axle.

Lifting axles have automatically load-dependent reaction. In this way you can reduce your tyre wear and save fuel.



Tyre filling system.

The SAF TIRE PILOT permanently checks the set tyre pressure and, if necessary, inflates the tyre.



Practical spare wheel carrier.

The spare wheel is stored in the centre. The easily accessible screw connection also allows securing of a wheel rim.



Secure brakes.

A brake monitor gives information about the status of the brake linings.



Easily operated spare wheel solution.

Due to the low height of the Mega Liner, the spare wheel bracket is executed as a winch and is easily accessible.



Safe docking.

Modern reversing aid such as, e.g. Soft Docking or Tailguard helps you to prevent damage during docking at the ramp.



Quick coupling.

The Duomatic quick coupler allows fast and uncomplicated air line coupling.



Equipment for ferry traffic.

The foldable underrun protection, the protected lighting, ship transport latches, or the document box for the storage of the shipping documents are especially beneficial in ferry traffic. This also includes a particularly sturdy round tube underrun protection with "runners".

Rear light versions



4-chamber rear lights
Part LED



Double, round
Light bulb



Single, round
Light bulb



4-chamber rear lights
Full LED



Double, round
Full LED



Single, round
Full LED

FLATBED SEMITRAILERS. OPTIONAL EQUIPMENT.



Aluminium reversing laths.

For securing beverage pallets and crates, the laths can be inserted into the plank sockets vertically or horizontally.



Universal load securing.

The AJ system offers manifold securing possibilities.

Steel plug-in laths give a variety of options:

- Barrier beams for rear load securing.
- Plank sockets in variable positions for the reception of plug-in laths in transverse direction.
- Straps for securing individual cargo items in longitudinal direction.



Partition lock.

Width-adjustable clamping beams are available as an alternative.



Solid beverage loading.

Aluminium beams with height-adjustable hooking equipment engage in the crates and thus secure pallets in doubledeck loading.



Rear load securing.

Steel plug-in laths with barrier beams stabilise the load in practical use.



Diagonal trussing for rearward load security.

A cross-bracing system with edge protection enables rearward load security for beverage crates.



Barrels.

Barrels can be secured at any position quickly and easily using the Multi Lock side rave.



Load securing for Octabins.

Steel plug-in planks and locking bars are also used for securing Octabins. The locking bars ensure a tight fit on either side.



Diagonal trussing.

The diagonal trussing in the roof for load securing according to EN12642 Code XL and for transporting beverages. Expander rubber straps reduce steel cable dragging when opening the roof.



Tarp/curtain buckles for board wall vehicles.

Curtain with trapeziums for expander rubber straps (zigzag); tarp retainer cramps in closed R execution. Retractable curtain with expander rubber strap (zigzag); tarp retainer cramps in closed R execution.



Simple and yet effective.

A strap retainer, bolted to the transverse support of the roof simplifies securing cargo. After cargo loading, the flexible tube eases at a slight pull – the driver is spared the labour of throwing the strap over.



Protective curtain.

A special anti-theft curtain, also for load securing. Inside welded-on steel cables protect it against thefts. Other designs are available.



Alternative curtain tension device for sliding curtain swap flatbeds.

Knee lever curtain tensioner, latch-type and tilt safety lock ratchets, suitable for use on trains with belt brakes.



Practical plank depot.

The plank depot below the chassis receives wooden or aluminium plug-in laths.



Safe Curtain.

Spring steel strips vertically integrated into the curtain, take over the function of the plug-in planks. This means that there is no longer any time-consuming manual insertion required of the plug-in planks.



Load securing curtain.

Integral, hollow aluminium curtain profiles negate the need for additional plug-in planks and save time when loading and unloading.

FLATBED SEMITRAILERS. OPTIONAL EQUIPMENT.



Tough enough.

Buttrolls as an alternative collision protection. The hard rubber rollers easily take part in ramp height compensation.



Alternative rear buffer.

Contoured, raised steel frame corners ensure additional protection when docking.



Optional tail.

Your trailer can also be fitted optionally with a robust steel impact protection as well as two massive impact buffers.



Effective locking rod protection.

A formed steel profile on the rear frame protects the locking rod from damage.



Drop-sides with hooking lip.

As an alternative to the conventional method, an aluminium profile can also be integrated in the curtain pocket where standard curtain straps can be attached.



Board wall equipment.

Naturally, the sliding curtain superstructure also comes with additional side board walls.



Holder for a transportable forklift.

What applies to tail lifts applies to the holder for the transportable forklift as well. Mounting fixture for all conventional transportable forklifts is available.



Extra-wide rear equipment.

The hydraulic rear width extension for extra-wide cargo. When extended, the loading-through width is increased by 1,000 mm (500 mm per side).



Plug-in posts are well protected against theft and soiling in the closed, transverse stow box under the chassis. For travelling the rear must be returned to its original condition.



Tail lifts.

Tail lifts of different manufacturers, in upright or foldable design, are available. Naturally, the platform can also be designed for the later installation of a loading platform.



THE FULL LOAD ON JUST TWO AXLES. SAVE TOLL CHARGES.



Since 1 October 2015, the tolls for commercial vehicles in Germany have changed, this makes 4-axle vehicle combinations more advantageous. The cost savings of a 4-axle combination compared to a 5-axle combination are about 1.8 cents per kilometre. This results in savings of EUR 1,800 per year with 100,000 km of road use subject to tolls.

KRONE already offers a comprehensive range of trailers designed with 2 axles:

2-axle semitrailer with 9 tonne axles (axle spacing 1,310 mm)

- › Profi Liner, also City and Ultra
- › Mega Liner, also Ultra
- › Cool Liner, also City
- › Dry Liner, also Mega and City

2-axle semitrailer with 10 tonne axles / EcoTwin version

(axle spacing 1,810 mm)

- › Profi Liner, also City and Ultra
- › Cool Liner, also City
- › Dry Liner, also City



Advantages of a 2-axle semitrailer

- › Tolls cheaper by 1.8 cents per kilometre
- › Cheaper to procure
- › Weight savings thanks to the elimination of the third axle
- › Fuel savings thanks to the reduced rolling resistance
- › With 2 x 10-tonne axles and respective tyres, this corresponds to approx 1 tonne payload loss when compared with a 3-axle semitrailer
- › Less tyre wear thanks to better cornering characteristics



EXCESS WEIGHT – NEVER AGAIN. THE DWC WHEEL BASE CONTROL.



The DWC unit allows a three-axle semitrailer the use of almost the same functions which would otherwise require integration of an axle lift and / or rear steer axles.

Automatic dynamic Wheel Base Control.

The wheel base is reduced by easing the pressure of the air bag on the last axle. The resultant theoretical extended rear overhang provides a counterweight for loading over the 5th wheel. Thereby, the 5th wheel is relieved so that the semitrailer can now be further loaded. The dynamic Wheel Base Control automatically checks the load on the first and the second axle up to the permissible axle load and dynamically checks the load of the third axle thereafter. The system can be turned off using Wabco Smartboard.

Automatic maneuvering system.

A reduction of pressure in the air bags at the rear axle of the semitrailer causes the center of movement of the total axle assembly to move towards the truck. Thereby reducing the wheel base in the speed range from 1.8 to 30 km/h. Thereby the trailer's cornering is improved. The system can be turned off through Wabco Smartboard.



KRONE DWC - Main functions:

- › Starting assistance – improved traction of the truck (combined with the lifting axle).
- › Maneuvering system – effectively reduces the trailer wheel base.
- › Wheel Base Control – to avoid overloading the tractor drive axle.

Automatic activation:

- › Wheel Base Control through Using air bag pressure control.
- › Maneuvering system system for corner control.
- › Starting aid (activated by driver)

KRONE DWC - Advantages:

For Truck:

- › Maintaining the axle load.
- › Reduction in damage to tyres and driving axle.

For trailer:

- › Reduction in damage to tyre on first and third axles.
- › Optimized maneuverability and movement around corners.
- › Alternative to steering axle.



ENVIRONMENT PROTECTION THAT PAYS. THE FUEL-SAVING ECOPACKAGE.



WHEN IT COMES TO COMMERCIAL INNOVATIONS, YOU SHOULD KNOW WHICH WAY THE WIND BLOWS. ON THE PATH TO THE FUTURE, FROM EVERY ANGLE KRONE LAYS EMPHASIS ON EFFICIENCY AND SUSTAINABILITY. THIS APPLIES TO OUR MANUFACTURING PROCESS. AND IT APPLIES ALL THE MORE WHILE CONCEIVING NEW TRAILER DESIGNS. WITH ECO PACKAGE, CONSISTING OF A NEW TYPE OF EASYTARP CURTAIN AS WELL AS A FUEL SAVER KIT, KRONE OFFERS A NEW SOLUTION WHICH SAVES ON FUEL, CO₂ AND COSTS.

Economy tolerates no resistance.

In the transport business, the effect of air resistance often is underestimated. Therefore, so far only tractors were equipped with aerodynamic components, such as spoilers, while the streamlined equipment of the trailers seemed to be too expensive. But KRONE engineers now put away this prejudice and, after numerous model trials, developed an aerodynamic package which will pay quickly. They have considered in the smallest detail how to design an aerodynamic trailer while taking the weight aspects into account. The result: fuel savings of up to an amazing 7 % as well as clearly reduced CO₂ emissions.

The aerodynamics of the vehicle are improved even more by the new aerodynamic rear wind deflector. This system is mounted to the rear door with only a few connecting points and deflects the air flow, thus reducing the overall resistance of the vehicle.

Potential for aerodynamic savings and thus fuel savings is also achieved with the curtain; KRONE uses the EasyTarp side curtains that are equipped with a pneumatic central locking system. The side curtains are fastened on the front and rear corner posts in a conventional manner, and are tensioned horizon-



Aerodynamic FuelSaver kit.

The FuelSaver side panels contribute to reduction in air resistance. By using the maintenance flaps, all trailer controls including tyres and add-on components are easily accessible anytime. The KRONE FuelSaver kit is made of plastic and weighs about 170 kg.

Up to 7 % fuel savings
and 70 % time savings
when handling
the curtain



tally with the aid of a hand ratchet at the rear of the trailer. Vertical tension is achieved using 4 pneumatically powered locking hooks per side that are activated via a switch in the lower area of the front bulkhead which engages a tension rope running horizontally at the bottom of the curtain. When open, the locking hooks pivot back under the external frame to protect against damage (e.g. from a forklift). This innovative side curtain system offers further advan-

tages to both the driver and transport company: side curtain aerodynamics is improved owing to the absence of conventional, spring-loaded buckles and the load and unload times are shortened due to the pneumatic locking mechanism. Furthermore, the risk of driver injury is significantly reduced because the driver operates the pneumatic central locking mechanism at the front of the trailer, and thus cannot be injured by a slipping load.

UNLIMITED SERVICE. PRODUCTION LOCATIONS / SALES COMPANIES





Sales:

- KRONE national representations

Production sites:

Flatbed semitrailers and trailers

Fahrzeugwerk Bernard Krone GmbH & Co. KG
Bernard-Krone-Straße 1
49757 Werlte, GERMANY

Swap systems

Brüggen Oberflächen- und Systemlieferant GmbH
Boschstraße 4
49770 Herzlake, GERMANY

Box body semitrailers

Brüggen Fahrzeugwerk und Service GmbH
Geschwister-Scholl-Straße 15
19249 Lübtheen, GERMANY

Trailer axles

gigant - Trenkamp & Gehle GmbH
Märschendorfer Straße 42
49413 Dinklage, GERMANY

Flatbed semitrailers

Krone Ticari Araçlar San. ve Tic. A.Ş.
İbni Melek Mh. Organize Sanayi Bölgesi
2.Sk. No:1 / 35900 Tire / İzmir / Türkiye

KRONE Sales
International
can be found here





TECHNICAL DATA.

TYPE	PROFI LINER	PROFI LINER MULTI STEEL BW	MEGA LINER	COIL LINER	COIL LINER COMPACT	PAPER LINER
King pin load	12,000 kg	12,000 kg	12,000 kg	12,000 kg	14.000 kg	12,000 kg
Axle load (technically possible)	27,000 kg	27,000 kg	27,000 kg	27,000 kg	27.000 kg	27,000 kg
Allowable gross weight (technically possible)	39,000 kg	39,000 kg	39,000 kg	39,000 kg	41.000 kg	39,000 kg
Tare weight, approx.	6,160 kg	6,840 kg	6,470 kg	7,120 kg	5.000 kg	6,750 kg
Payload (technically possible)	32,840 kg	32,160 kg	32,530 kg	31,880 kg	36.000 kg	32,250 kg
5th wheel height (unloaded)	1,050–1,170 mm	1,150 mm	950 mm	1,050-1,170 mm	1.150 mm	1,050–1,170 mm
Axle spread	1,310 mm	1,310 mm	1,310 mm	1,310 mm	1.410 / 1.310 mm	1,310 mm
Neck height	125 mm	125 mm	80 mm	152 mm	180 mm	125 mm
Side access length	13,620 mm	13,620 mm	13,620 mm	13,620 mm	10.068 mm	13,620 mm
Side acces width	2,480 mm	2,480 mm	2,480 mm	2,480 mm	2.480 mm	2,480 mm
Side access height	2,575–2,800 mm	offener Kasten	2,860 mm (3,000 mm)*	2,575-2,800 mm	2.300-2.700 mm	2,575-2,800 mm
Outside width	2,550 mm	2,550 mm	2,550 mm	2,550 mm	2.550 mm	2,550 mm
Tare weight in Ultra-Design, approx.	5,630 kg		5,950 kg	6,900 kg		5,970 kg

*= Internal height suitable for automotive boxes

Dimensions and weights for standard units



Production facility Werlte (Germany)



Production facility Herzlake (Germany)



Production facility Dinklage (Germany)



Production facility Lübtheen (Germany)



Production facility Tire (Turkey)

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