



Conveyor belt trailer

Bandit

◀◀◀ **Rollbandwagen** ▶▶▶
Baureihe 2

Seven good reasons for buying Krampe

Quality on wheels

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

Quality engineering with distinction

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

Light-footed but ultra strong

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

Tailored to your needs

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

High quality, right down to the finest detail

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

We never stand still

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

Made in Germany

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



Krampe has grown from a small village smithy...



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



We at Krampe share one great ambition – to deliver "Quality on Wheels".

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Krampe Conveyor belt trailer.

Krampe offers a huge portfolio of trailers and a variety of configurations and among others the conveyor belt trailer Bandit.

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

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

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



Bandit. The all-season trailer.

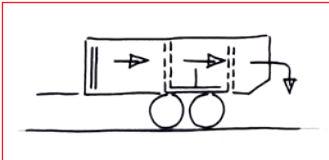
In recent years, huge advances have been made with regard to technology, comfort, ease of use, reliability, speed, and performance. Think of sprung front axles, cabins and driver's seats with air suspension, tractors with more than 400 hp, and the associated high-performance harvesters.

What has remained the same, however, is the relatively constant way in which tractors and trailers are treated under the EU law for transport on public roads. It sets limits on length, width, height, and permissible axle loads as well as total weight. As machinery manufacturers, we are called upon to offer solutions that enable vehicle owners, drivers, and workers to operate within the required legal framework.

The permanent overloading of agricultural machinery may be a challenge, but it is certainly not a long-term solution. Efficiency and economy are associated with large loading volumes, low empty weight, and high reliability and practicality.

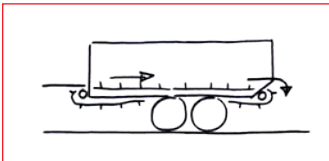
We have been involved in the construction of light machinery for more than 30 years. During this time we have installed rectangular tube chassis and introduced fine grained steels or highly elastic and wear-resistant HARDOX plates. The first aluminium structures left the Krampe production plant in spring 2011. As you can see, we keep it rolling and think ahead.

A push-off trailer?



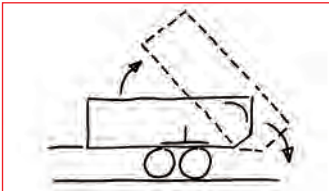
This is an interesting concept, but it has some disadvantages on account of its design. These include lower payload, high hydraulic power requirements, and a limited range of applications. However, there is another way.

A trailer with a scraper floor?



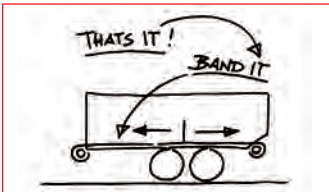
You could use this. But you don't have to. This trailer is not suitable for delicate goods such as grain or oilseed. It is difficult to seal, and the operating times are too short.

A traditional tipper?



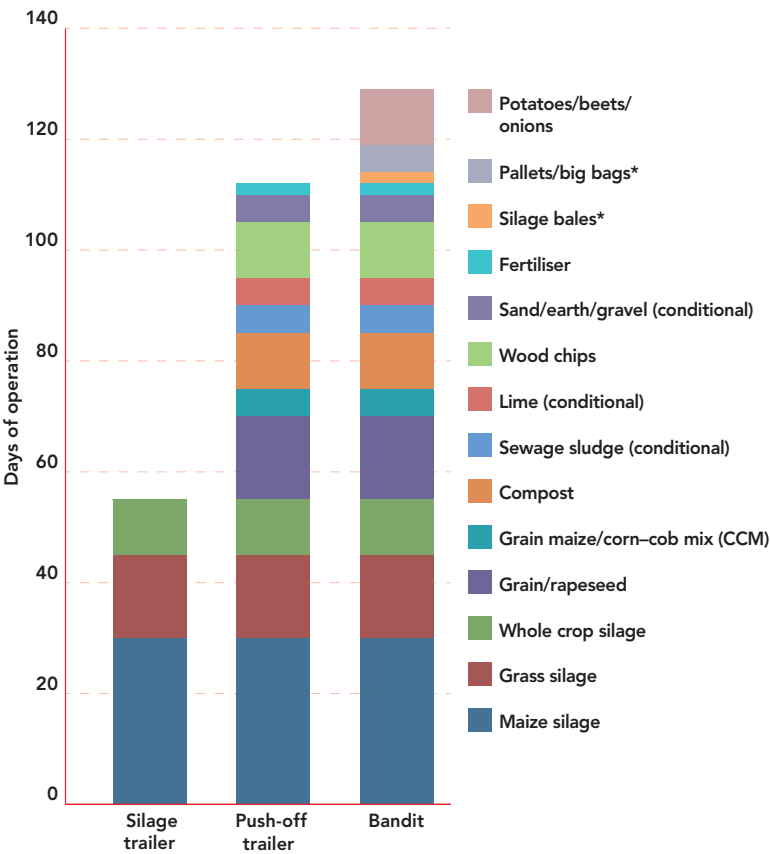
Tipperers are more suitable for even surfaces. In low halls, safe unloading is virtually impossible. The unloading of controlled quantities is also difficult.

Our Bandit conveyor belt trailer!



It combines all the benefits in one: long operating times, the controlled unloading even of fine-grained loads, and fast unloading times. The Bandit is the perfect all-season trailer for everyone.

Range of applications



This is illustrative rather than representative. Due to its design, the conveyor belt trailer has a longer operation time during the year. It is suitable for almost all load types and can be used for a wide range of transport applications. Even the most delicate loads can be transported thanks to its clean sealing.

* Reinforced return engine necessary (max. 10t)

The benefits

The belt does it all

Instead of an endless scraper floor, the Bandit has a rubber floor that can be moved in two directions. The trailer can thus be easily emptied—even without the use of a tipping hydraulic system. Hydraulic motors at the rear and front of the trailer pull the rubber-coated webbing belt forwards or backwards. This enables the load it is carrying to be loaded or unloaded.

Optimised payload

A push-off trailer is much more complex than a tipper and has a correspondingly lower payload due to its higher empty weight. Thanks to its relatively few moving parts, the conveyor belt trailer has an astonishingly low weight.

Suitable for year-round use

You will be amazed to learn that the conveyor belt trailer transports not only grass and maize silage, but also rapeseed and grain. And that it does not even stop at compost, wood chips, pellets, or peat. Depending on the circumstances, it can also unload sewage sludge and lime (according to consistency and composition).

The full range of transport options.



The Bandit principle.

Visibility

The Bandit has a large viewing window in its front. This means that you always have a full overview of what is happening inside the body.

No mixing

The body must be completely clean when transporting foodstuff. This is easy to achieve with the Bandit because there are so few moving parts. The conveyor belt system is quick and easy to clean.

A reverse conveyor

Yes, this is possible too! For hay and straw bales, big bags, and pallets—the Bandit not only unloads, but also loads. A standard machine will cope with 1.5 tonnes, but this increases to approximately 10 tonnes if the customer requests the installation of a reinforced reversing motor. With the standard remote control, the conveyor belt feed can be easily monitored from the rear of the machine.

Transportation volumes

The Bandit can do it—with body lengths of 7.50 metres, 8.00 metres and 9.80 metres, hardly any other tippers come close.

Safe

The rear lights are protectively mounted within the tailgate.

Fits any hall

When it comes to unloading in a low hall, you are always on a low level with the Bandit. It does not have a high-volume tailgate that extends endlessly into the sky when opened, nor does it become wedged with bulky loads.

Careful control

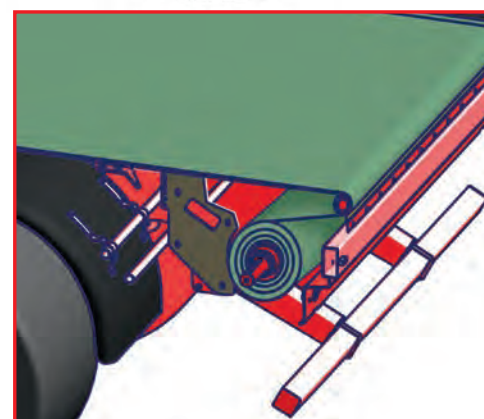
Thanks to the adjustable belt speed, the load can be unloaded in precisely controlled quantities—a major advantage for the gentle unloading, for example, of potatoes or carrots.

Stable

Reverse or side tippers have limited stability on sloping or unstable ground. Caution must be exercised during the tipping process especially in the case of very long bodies with a high centre of gravity. The conveyor belt trailer handles this in a much better way.

Up and away

The conveyor belt system has load sensors and benefit from a high litre capacity as standard. Now, it's just a matter of opening the tailgate and closing it again after loading—so quickly that some contemporaries can only look on in amazement.



Hardly any oil required

Since essentially only two hydraulic motors are driven, the oil requirement is virtually zero. The oil taken out of the system is minimal, leading to scarcely any undesirable oil mixing. Even small quantities can achieve astonishingly fast unloading times.



Non-stop flexibility.



The benefits

Inner values

Reliability is only achieved by installing high-quality components. And you can rest assured that if it says Krampe on the outside, it will have quality in the inside.

Less is more

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

Traction

The floor conveyor belt consists of an extremely wear- and tear-resistant webbing belt, just like those used in industrial conveyor belts. The rubberised surface contributes to good traction.

Range

What are you looking for? Parabolic or air suspension? Or would you prefer hydraulic running gear? With lift axle or starting assistance? ADR or BPW axles? Trail-ing axles or axles with forced steering, supported by a hydraulic displacement system or electrically assisted? We will be happy to advise you.

Barrel-shaped

The Bandit body offers the ultimate in transport capacity. Using profiled steel plates to form the body we achieve maximum strength and rigidity. This looks good, reduces the empty weight and increases payload.

Attached

The silage sides are available in heights of 40 cm, 60 cm and 80 cm. These are firmly screwed to the body, preventing any wobbling or rattling. The hydraulically foldable front and side extensions (optional) make everyday tasks easier.

Fully flat

Nothing sticks out, neither at the tipper base nor at the top of the silage extensions; everything is completely flat. The belt around the middle makes the whole structure extraordinarily stable.

The round-up

Since the start of 2010, we have been supplying our conveyor belt trailers with load-sensing hydraulic front belt motors and spur gear. Unloading really is a breeze!

Well-soled

You can choose from a variety of tyre dimensions, tread shapes, and manufacturers. We are broadly based in the most literal sense. Put us to the test!

The running gear is fundamental.

Some facts about the running gear:

- It is the least visible part of the trailer
- It is packed with most of Krampe's expertise
- It is by far the most expensive component in the trailer
- It determines the ride quality
- It sets your Krampe trailer apart from the others

Most multi-axle trailers are fitted with parabolic suspension as standard.

This offers the following advantages:

- Low empty weight
- Low maintenance due to silent bushes
- No build-up of rust between the leaf springs
- Good stability and low overall height of the trailer, as the suspension is only approx. 40 mm
- High ground clearance, as the springs are mounted on the square axle
- German top quality from the truck sector



The drawbar can be specified with rubber, air or hydraulic suspension and offers almost infinite y variable height control.



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



With the electronically controlled forced steering system, the driver can use various modes to control the steering of the trailer.



The steering axle with raised cylinder provides absolute ground clearance and keeps the brake cylinders out of the danger zone.

The Krampe technicians have carried out a lot of development work in the last few years. Our running gears are not run-of-the-mill products, but individually adapted to the desired application. We offer you an extremely comprehensive range of tow hitch systems, running gear, and tyre options. We will be delighted to offer you comprehensive advice.

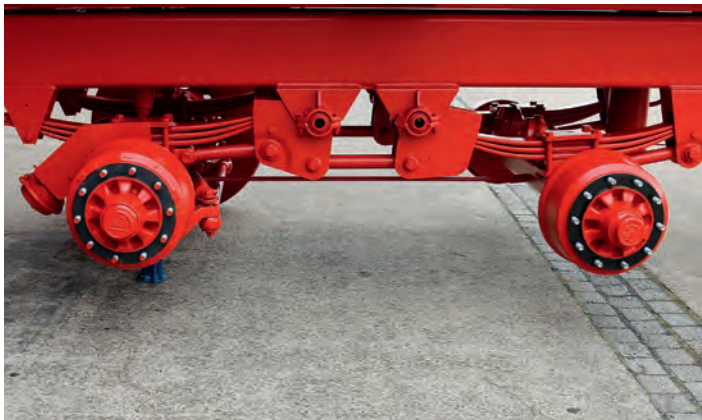


Few manufacturers can match Krampe's experience in building hydraulic running gear. The standard guard tubes protect the chrome-plated piston rods against damage from stones.

The short fil "Beer Buddy" illustrates the excellent drive quality of the air suspension in a humorous way.



Air suspension with double springs and large pneumatic bellows ensure exceptionally quiet running.



32 tonne trailing-arm parabolic suspension with an axle distance of 1.81 metres in the Bandit 750.



Details for professionals.



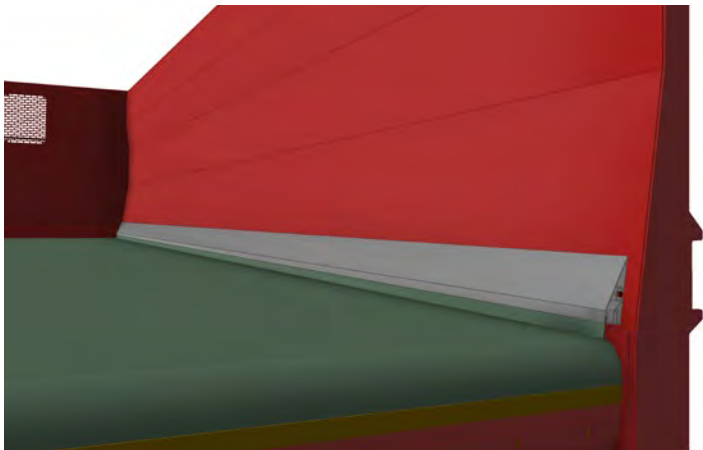
Net cover system.



The lateral foldable VBK system offers a quick cargo covering.



With cable remote control as standard and wireless remote control (right) as an option.



Wear-resistant aluminium strips on the side walls of the body prevent the loss of grain.



An optional reinforced motor at the front makes it possible to add unit loads such as pallets, big bags, or straw bales by pulling them gradually into the trailer.



The height of the pivoting underride guard can be adjusted without the use of tools.

A super structure.

With silage sides in a wide range of heights, it is easy to increase the transport volume of the trailer and still guarantee a moderate overloading height and good visibility thanks to the folding mechanism and windows.



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



Practical: the large viewing window in the front bulkhead. As standard: working platform with aluminium ladder.



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



A rubber lip seals the extensions against any loss of grain.



The combination of side- and front-foldable extensions provides increased volume, a variable transfer height, and good visibility. The locking and release of the silage extensions can also be optionally and much more easily operated from below, standing next to the trailer, using a robust lever.





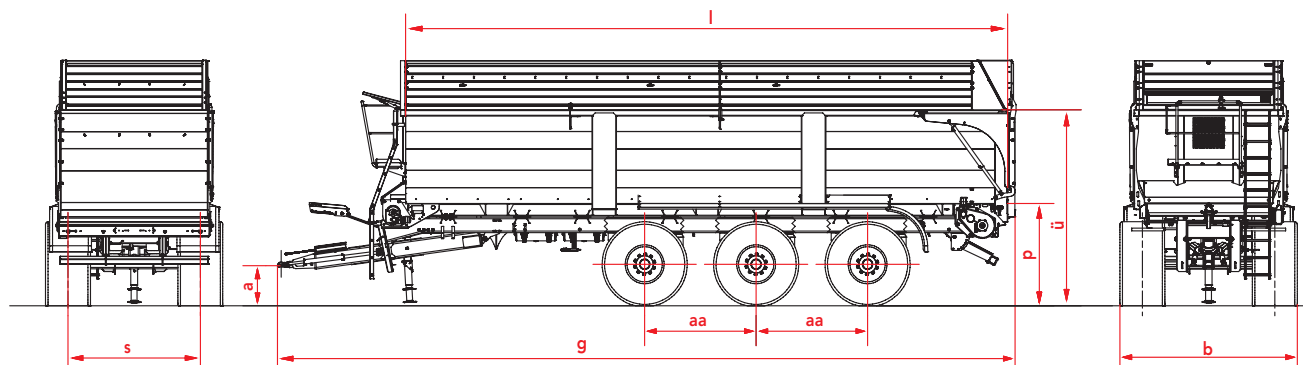
Specifications	Tandem-Bandit	Tridem-Bandit	
Model	Bandit 750.2	Bandit 800.2	Bandit 980.2
GVWR in accordance with German transport law *	24 t at 40 km/h	31 t (34 t) at 40 km/h	31 t (34 t) at 40 km/h
Empty weight **	approx. 7.9 - 8.9 t	approx. 9.4 - 10.2 t	approx. 9.9 - 11.8 t
Payload in accordance with German transport law **	approx. 16 t	approx. 21.6 t	21.1 t (24.1 t)
Unloading rates of conveyor belt, moving the cargo back ***	approx. 24 t	approx. 25 t	approx. 28 t
Unloading rates of conveyor belt, moving the cargo to the front ***	approx. 1.5 t (optional 10 t)	approx. 1.5 t (optional 10 t)	approx. 1.5 t (optional 10 t)
Unloading speed with gras- and maize silage ***	approx. 55 sec. (40 m³)	approx. 60 sec. (42 m³)	approx. 85 sec. (52 m³)
Unloading speed with grain ***	approx. 70 sec.	approx. 75 sec.	approx. 100 sec.
Max. tongue load	4 t	4 t	4 t
Hitch height (a)	approx. 65 cm	approx. 65 cm	approx. 65 cm
Min hp requirement	132 kW (180 hp)	140 kW (190 hp)	147 kW (200 hp)
Oil requirement hydraulic motors	recommended 100 litres at 175 bar / Load Sensing	recommended 100 litres at 175 bar / Load Sensing	recommended 100 litres at 175 bar / Load Sensing
Brake system	Compressed-air/ALB-valve	Compressed-air/ALB-valve	Compressed-air/ALB-valve
Chassis available	Parabolic springs / Pneumatic or hydraulic suspension	Parabolic springs / Pneumatic or hydraulic suspension	Parabolic springs / Pneumatic or hydraulic suspension
Track width with rigid axles (s)	1.95 m	-	-
Track width with steering axles (s)	2.15 m	2.15 m	2.15 m
Axle distance (aa)	1.81 m (1,55m)	1.55 m (1.81 m)	1.55 m (1.81 m)
Internal body dimensions (l)	7.50 x 2.32 x 1.52 m	8.00 x 2.32 x 1.52 m	9.80 x 2.32 x 1.52 m
Transport volume without extensions (in m³)	25.9 m³	26.7 m³	33.7 m³
Transport capacity with 40 cm extensions	32.7 m³	34.8 m³	42.5 m³
Transport capacity with 60 cm extensions	36.0 m³	37.5 m³	46.1 m³
Transport capacity with 80 cm extensions	39.4 m³	41.1 m³	51.3 m³
Platform height, unladen (p) with tyres 600/55 R 26.5	approx. 1.55 m	approx. 1.55 m	approx. 1.55 m
Total height without extensions (ü)	3.17 m	3.17 m	3.17 m
Total length (g)	9.98 m	10.48 m	12.00 m

Info: The volume indications are water volumes, not determined as with the load vehicle after medium pressing.

* Empty weights and payloads depend on the equipment.

** Determine valves for a tractor with load sensing, upstream oil quantity 100 l/m at 175 bar.
For the steering oil connection, an absolute pressure free return flow is possible on the tractor.

Technical data are non-binding, constructional alterations reserved.



Tyres

Dimension	Design	Height (mm)	Max. width	Load Index
235/75 R 17.5	new	796	245	143 J
355/60 R 18	new	870	355	142 J
435/50 R 19.5	new	931	438	160 J
385/55 R 22.5	new	1,001	380	160 J
385/65 R 22.5	new	1,060	390	160 F
425/65 R 22.5	new	1,122	425	165 F
445/65 R 22.5	new	1,150	450	168 K
525/65 R 20.5	new	1,200	521	173 F
24 R 20.5	new	1,378	604	176 F
500/60 R 22.5	new	1,180	513	155 D
560/45 R 22.5	new	1,080	545	152 D
560/60 R 22.5	new	1,251	570	161 D
580/65 R 22.5	new	1,300	586	166 D
600/50 R 22.5	new	1,181	616	159 D
600/55 R 22.5	new	1,245	600	162 E
650/50 R 22.5	new	1,235	650	163 E
600/55 R 26.5	new	1,348	626	165 D
620/55 R 26.5	new	1,340	620	166 D
650/55 R 26.5	new	1,360	645	167 E
710/50 R 26.5	new	1,390	730	170 E
750/45 R 26.5	new	1,350	750	170 E
800/45 R 26.5	new	1,395	815	174 D
600/60 R 30.5	new	1,496	639	169 D
710/50 R 30.5	new	1,495	727	167D
550/45-22.5	new	1,070	550	159 A8/156 B
550/60-22.5	new	1,230	550	163 B/159 E
600/55-22.5	new	1,270	600	166 B/161 E
600/55-26.5	new	1,350	610	165 E
700/50-26.5	new	1,333	700	170 B/166 C
850/50-30.5	new	1,670	850	186 A8/182 B

Different manufacturer information may apply.

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

Aeolus 77 A



BKT
FL 630



Alliance
Profile 380



BKT
FL 693



Alliance
Profile 390



Michelin
Profile XS



Michelin
Cargo X-BiB
High Flotation



Michelin
Cargo X-BiB



Road profile truck



Aeolus 74 A



Vredestein
Flotation Pro



Vredestein
Flotation Trac



Nokian
Country King



Nokian
CT BAS





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

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... always a nose ahead

Contact your local dealer for further information.