

MUP 20HP / MUP 30HP

HEAVY-DUTY DUMP TRAILERS



TOUGH AND POWERFUL.

Earthmoving, demolition, recycling – our heavy-duty dump trailers can be used for all these transportation tasks. In situations where standard trucks would quickly meet their limits, our tractor-drawn dump trailers are in their element. They're quicker and more cost-effective than trucks when travelling off-road and, when paired with modern four-wheel drive tractors, can reach speeds of up to 65 km/h. We designed our MUP series specifically for the transportation of heavy bulk cargo in tough construction site conditions. Even with the standard version we use only top-quality components because we know the extreme loads that the vehicle will be subjected to.

TANDEM DUMP TRAILER MUP 20HP

With a load volume of up to 12.7 m³ (water volume) and a permissible total weight of 20 - 24 t for on-road use and 28 t for off-road use, the tandem variant is the most popular vehicle in the series. The standard chassis is a 24 tonne bogie axle unit which is incredibly easy to pull and has very noteworthy driving comfort.

TRIDEM DUMP TRAILER MUP 30HP

The MUP 30HP has comparable basic characteristics to the MUP 20HP. It has a load volume of 17.4 m³ (water volume) and a permissible total weight of up to 34 t for on-road use and up to 40 t for off-road use. The first two axles are fixed and the third axle is a self-steering axle. We recommend installing a forced steering system for the first and third axle. In addition to the standard parabolic suspension, a hydraulic suspension system is also available as an option.



MUP 20HP
MUP 30HP

OUTSTANDING QUALITY ACROSS THE BOARD.

- + Over 60 years of experience in vehicle construction
- + Use of high-quality branded components
- + Long service life
- + A safe investment thanks to the high value stability

MUP 20HP

Tandem heavy-duty dump trailer
Permissible total weight 22 - 24 t (on-road)
Technical total weight 28 t (off-road)
Empty weight approx. 5.5 t
Payload approx. 13.1 - 18.5 t (on-road)
Payload approx. 21.1 - 22.5 t (off-road)

MUP 30HP

Tridem heavy-duty dump trailer
Permissible total weight 31 - 34 t (on-road)
Technical total weight 40 t (off-road)
Empty weight approx. 8.9 - 10.9 t
Payload approx. 20.1 - 25.1 t (on-road)
Payload approx. 29.1 - 31.1 t (off-road)

(All data depends on the equipment used.)

TO PRODUCT VIDEO:
Discover our heavy-duty
dump trailers for yourself!



A SOLID BASE FOR A RANGE OF APPLICATIONS.

Our HP series has a semi-rounded trough body (halfpipe) and a front tipping cylinder. The semi-rounded system means that weight-bearing body stiffening elements can be largely dispensed with which provides a significant advantage in terms of the carrying capacity. The trough body consists of just two metal sheet parts joined in the middle by means of laser welding. Thanks to the almost completely flat surface, the amount of soil residue left in the trough is effectively reduced. The low welding distortion, which can be traced back to the design of the trough body, is reflected in a high form stability.



FRONT TIPPING CYLINDER

The powerful front tipping cylinder with high power reserves uses its lifting power exactly where the semi-rounded trough body offers the greatest stability and has the lowest load. In order to increase the lowering speed, a 2-hose system for quick lowering can be equipped upon request.



UNDERRIDE PROTECTION AND LIGHTING

The sturdy underbody protection can be folded up and fixed in place with locking pins for when the trailer is used off road. This is a particularly useful advantage when it's being used for road construction. A hydraulically foldable underbody protection is also available as an option. The underbody protection corresponds to the international EU type approval (UNECE Regulation 58-02).

The lighting is positioned near the tipping bridge and so cannot be damaged by bulk cargo. It can also be equipped with a protective grill.



TIPPING BEARING

An effective reinforcing of the frame overhang and the addition of a backlash-free tipping bearing with a high-quality plastic wear bushing ensure a high level of safety during the rear tipping.



HOSE CABINET

It offers plenty of space for and easy access to all supply lines.



HYDRAULIC TAILGATE

The hydraulic tailgate is operated by two double-acting hydraulic cylinders and can rise far above the bulk cargo pile in the trailer. During the closing process, the tailgate is securely pressed into place on the trough body with two coupler claws. The tailgate is suspended in the lifting arms so that it swings. This means that when the trough is used to transport sand and gravel, for example, it only needs to be lifted from the locks and the swinging function starts immediately. Safety first: So that the opened tailgate doesn't become a dangerous trap during cleaning or maintenance work, we have integrated a safety valve which stops the tailgate from closing uncontrollably if a line breaks, for example.



CHASSIS

A large, torsion-resistant rectangular tube profile is used as the main beams for the chassis.



LANDING GEAR

A mechanical, high-speed support jack is mounted as standard.

INDIVIDUALLY CONFIGURED.

- + Equipped with hydraulic tailgate with swing function as standard
- + Stable rectangular tube chassis
- + Lights protected against dirt and damage
- + Manually or hydraulically foldable underride protection



OUR EXTRAS FOR THE CHASSIS.



DRAW GEAR

As an alternative to fixed tow bars, we offer a height-adjustable, rubber-mounted draw gear that can support between two and four tonnes. It effectively absorbs impacts when travelling. Upon request, the set coupling height can be adjusted to a different height later in the factory. A hydraulic landing gear is also available as an alternative to standard, mechanical parking support jacks. In addition to the standard DIN drawbar eye, ball couplings are also available. The hydraulic drawbar adjustment allows you to smoothly adjust to different coupling heights. Any impacts during travelling are effectively dampened thanks to the integrated nitrogen accumulator.



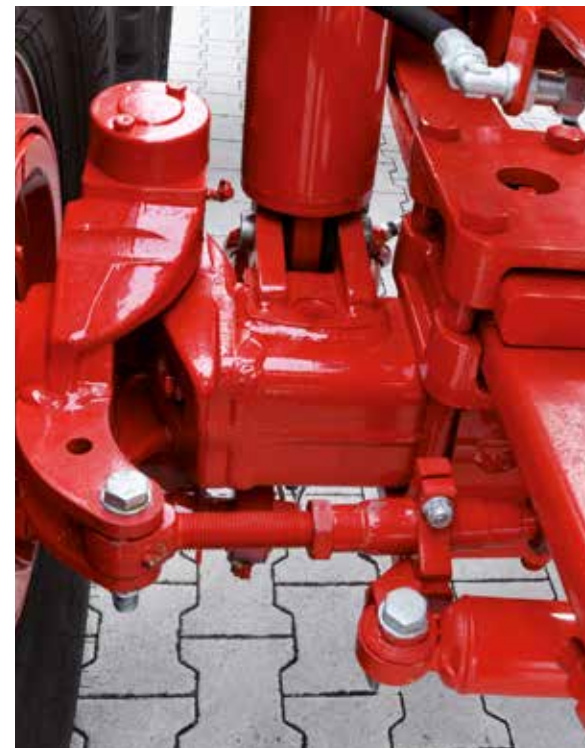
HYDRAULIC SUSPENSION

It meets all driving safety-relevant criteria in terms of roll stability, dynamic braking load balancing and static load balancing. The pressure displayed gives an indication of the load status (65 bar ~ 10 tonne axle load). You can also indicate the desired additional load via an adjustable pressure sensor. When the shut-off valves are open, the driving level can be set from the tractor via a double-acting control unit. When driving, these valves must be kept closed. The suspension on the left and right sides can be separated, thus increasing the roll stability. A lift axle can be integrated into the system to protect the tyres when the trailer is empty and as a start-up or traction aid.



REAR-AXLE SUPPORT

The electrically switchable rear axle support increases the stability of the trough during tipping processes when the vehicle has hydraulic suspension. A warning light indicates to the driver that the support is active.



STEERING AXLE

Self-steering or forced steering systems increase manoeuvrability, help to protect the soil and reduce tyre wear.

FORCED STEERING

While the self-steering axle only turns through tracking on bends and has to be locked when the trailer is reversing, the hydraulic forced steering is always actively controlled and also steers precisely when the trailer is reversing. This means that the wear on the axles and tyres is significantly lower when compared to the self-steering axle. We offer:



HYDRO-MECHANICAL FORCED STEERING

For a problem-free coupling to the tractor, even at different setting angles, a telescopic steering bar is available as an option.



ELECTRO-HYDRAULIC FORCED STEERING



BOGIE AXLE UNIT

This trailer has a bogie axle unit as standard. Both fixed axles are integrated in two elongated parabolic suspension packages. The suspension only allows for a minimum amount of suspension travel and so ensures good stability and safe driving. The swing pivot point is between the axle beams and is in fact deeper than the axle beams themselves. This means that the front axle can climb and makes the vehicle incredibly easy to pull. The unit can be used when travelling at speeds of up to 60 km/h and runs very smoothly even at high speeds (no bouncing like with units without suspension). The bogie unit is also available as an option for self-steering axles or forced steering axles.



Ideal for climbing – bogie axle unit with deep self-aligning bearing.



SWING AXLE UNIT

The swing axle unit is outstandingly easy to pull low and has very good off-road capabilities and high stability during tipping processes. These properties all stem from the fact that the swing axle unit always distributes loads evenly across all four wheels. The top speed for this spring-free unit is 40 km/h.



TRIDEC CHASSIS

Thanks to the unique three-point mounting on each axle, the Tridec chassis can compensate for any unevenness in all directions. The suspension is provided by a hydraulic suspension unit. As each point is controlled individually, there are no torsion forces working on the chassis. A Tritonic control unit can be added for the electrical radio control as an option. To achieve a high tipping stability, an automatic level adjustment or spirit level adjustment can be carried out at the touch of a button. An automatic height adjustment can also be done via the electronics.



ON-BOARD HYDRAULICS WITH REMOTE CONTROL

The on-board hydraulics is recommended for tridem dump trailers as the towing vehicles often don't have the required oil quantities (106 litres). The on-board hydraulics ensure that all weights can be tipped and help to optimise the tipping and lowering speed.



CENTRAL LUBRICATING SYSTEM

Good lubrication is essential for a smooth drive. With a central lubricating system, you can be sure that all relevant components are lubricated automatically. A more cost-effective central lubricating bar is also available.



LED LIGHTS

The lights can also be in LED for general safety when travelling on roads. The optional LED reversing light provides enough light for you to see your work, even when working at dusk or at night.



CONTOUR MARKING FILM

See and be seen – the contour marking film makes the trailer more visible for other road users. It is legally required if the vehicle has a >60 km/h approval.



KENNFIX

In addition to the clear, visual identification of the hydraulic connections, the non-slip surface of the connector makes it easier to connect the hydraulic lines to the tractor.



ODOMETER



MOBILE ALUMINIUM STEPLADDER

It can be used anywhere around the vehicle.



IN DETAIL.

- + Stable rectangular tube chassis
- + Floor plate with membrane function
- + Tipping angle of up to 55° maximum
- + No protruding welded joints in the cargo area



THE GRIP YOU NEED.

OUR TYRE OPTIONS

The right tyres for any job! We offer a wide range of tyre profiles for a variety of different areas of application. We will help you to find the perfect tyres. Many other models are also available upon request.

LOAD CAPACITY TABLE		SPEED SYMBOL	
LI	kg	Code letter	Speed (km/h)
152	3550	A8	40
155	3875	C	60
161	4625	D	65
164	5000	F	80
165	5150	J	100
169	5800	K	110
170	6000		
174	6700		
177	7300		
178	7500		



BKT FLOTATION RADIAL FL 630 ULTRA
650/55R26.5

Diameter: 1389 mm Width: 650 mm Load index: 169D



NOKIAN CT BAS
600/55R26.5

Diameter: 1335 mm Width: 600 mm Load index: 169D



ALLIANCE FLOTATION RADIAL I 390
650/55R26.5

Diameter: 1383 mm Width: 650 mm Load index: 178D



NOKIAN CT BAS
650/55R26.5

Diameter: 1389 mm Width: 650 mm Load index: 177D



BKT FLOTATION RADIAL FL 693
650/55R26.5

Diameter: 1389 mm Width: 650 mm Load index: 169D



MICHELIN XS
24R20.5

Diameter: 1374 mm Width: 602 mm Load index: 176F



BKT FLOTATION RADIAL FL 693 HD
650/55R22.5

Diameter: 1389 mm Width: 650 mm Load index: 178D



BKT FLOTATION RADIAL FL 695
650/55R26.5

Diameter: 1390 mm Width: 650 mm Load index: 178D

THE PERFECT SOLUTION FOR ANY APPLICATION.

Do you have a specific or unusual application in mind for your vehicle? Tell us about your requirements and our experienced team of designers will come up with some practical solutions for you. We can find the right solution for almost any transport problem.

THREE-WAY TIPPER



HKD 302
(18 t total weight)



TKD 302
(20-24 t total weight)



HKD 302-S
(18 t total weight)



TKD 302-S
(20-24 t total weight)

DUMP TRAILERS



MUK 303
(20-24 t total weight)



MUK 402
(31-34 t total weight)



TMR 34
(34 t total weight)

PUSH-OFF TRAILERS



TAW 20
(20-24 t total weight)



TAW 30
(31-34 t total weight)



SAW 32
(32 t total weight)



SAW 36
(36 t total weight)

HOOK-LIFT TRAILERS



THL 20
(20-24 t total weight)



THL 30
(31-34 t total weight)

DOLLY TRAILERS



EAD 14
(14 t total weight)



TAD 22
(22 t total weight)

HEAVY-DUTY DUMP TRAILERS



MUP 20HP
(20-24 t total weight)



MUP 30HP
(31-34 t total weight)



MUP 20SP
(20-24 t total weight)



MUP 30SP
(31-34 t total weight)

TRUCK SOLUTIONS



HKD 402
(24 t total weight)



ZKA 1
(16 t total weight)

PLATFORM TRAILERS



PWO 18
(18 t total weight)



PWO 24
(24 t total weight)

IMPRESSIVE ALL-ROUND SERVICE.

Thanks to our factory-based customer service, we can cover all maintenance, servicing and repair services. Our mobile customer service team is there for you wherever and whenever you need it. Whether you need a frame repair, vehicle measurement or brake test, we can do it all! We can even carry out repairs on vehicles from other manufacturers on request. We're your all-round partner!



FIND THE CONTACT INFORMATION FOR THE RIGHT CONTACT PERSON BY SCANNING THIS QR CODE.



HIGH STANDARDS. ONLY NO STANDARD.

FOLLOW US ON SOCIAL MEDIA!



This brochure contains standard equipment and additional equipment that is subject to an extra charge. You can find a complete list of all standard and optional equipment, as well as all the necessary technical specifications, in our price lists. Our products are continuously being developed further. As such, we reserve the right to make modifications during production without giving prior notice.
Published: November 2023

Peter Kröger GmbH
Blöge 4 / D-49429 Rechterfeld

E info@kroeger-nutzfahrzeuge.de
W kroeger-nutzfahrzeuge.de

T +49 4445 9636-0
F +49 4445 9636-66

