

**MUP 20SP / MUP 30SP**

# **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 20SP**

With a load volume of up to 12.6 m<sup>3</sup> (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 t bogie axle unit which is incredibly easy to pull and has very noteworthy driving comfort.

## **TRIDEM DUMP TRAILER MUP 30SP**

The MUP 30SP has comparable basic characteristics to the MUP 20SP. It has a load volume of 16.4 m<sup>3</sup> (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. In the basic version, 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 20SP**  
**MUP 30SP**



# 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 20SP

Tandem heavy-duty dump trailer

Permissible total weight 20 - 24 t (on-road)

Technical total weight 28 t (off-road)

Empty weight approx. 6.6 t

Payload approx. 11.7 - 17.4 t (on-road)

Payload approx. 19.7 - 21.4 t (off-road)

## MUP 30SP

Tridem heavy-duty dump trailer

Permissible total weight 31 - 34 t (on-road)

Technical total weight 40 t (off-road)

Empty weight approx. 9.3 - 11.9 t

Payload approx. 19.1 t (on-road)

Payload approx. 28.1 - 30.7 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.

The shape of the trough in the SP series is rectangular, with straight floor plates and semi-rounded side walls. It combines the advantages of a semi-rounded trough with the additional benefits of a rectangular trough. Thanks to the flat cargo area and semi-rounded sidewalls, you can also use it to transport general cargo like pallet goods or small machines without having to take into account any restrictions when it comes to heavy-duty applications. The welded joints of the 3-part dumper have been designed so that there are no problem areas that could stop the cargo from sliding. The profiling of the sidewalls has also been optimised to minimise the compaction of bulk cargo during transport.

The sturdy top frame has acute angles so that no deposits of cargo can build up there. The load volume of the trailer can be significantly increased by adding an extension, meaning that the trailer can be used to cost-effectively transport lighter, agricultural bulk cargo. For this additional use, the basic trough has been designed to be slightly longer than the semi-rounded trough and the tailgate equipped with extra-long lifting arms.



### TIPPING MECHANISM

A powerful under-floor cylinder with high power reserves is used as the tipping cylinder. The lifting forces are evenly transferred via the stable trough substructure. The tipping angle is a remarkable 60° for the tandem variant and 59° for the tridem. The lowering speed after the tipping process is higher than with a front cylinder due to the weight of the trough. In addition, the gimbal mount of the tipping cylinder ensures it is not affected by any cross forces. This helps to effectively extend the service life of the tipping cylinder. The under-floor cylinder has a positive effect on the overall length and therefore also on the manoeuvrability of the vehicle. The free rear wall is the ideal place to add a platform.



### 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. Two coupler claws reliably and securely press the tailgate into place against the trough during the closing process. 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.

The lifting arms are extra long so that a volume extension can be added when needed.



### CHASSIS

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



### UNDERRIDE PROTECTION AND LIGHTING

The sturdy underride 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 underride protection is also available as an option. The underride 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.



### LANDING GEAR

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



# INDIVIDUALLY CONFIGURED.



## OUR EXTRAS FOR THE SUPERSTRUCTURE.



### CARGO AREA COVER SYSTEM

The hydraulic cargo area cover system offers a quick and effective way to secure loads. The foldable aluminium wings sit close to the side board walls after opening. A safety circuit prevents the cover system from colliding with the tailgate as a result of an operational error. The tailgate can only be lifted once the cargo area cover has been completely opened.



### BOARD WALL EXTENSION

To make the trailer more versatile, we offer optional 600 mm steel extensions for the transportation of agricultural produce. This increases the load volume to around 20 m<sup>3</sup> (water volume), making it ideal for things like agricultural bulk cargo for example.



### MOBILE ALUMINIUM STEPLADDER

It can be used anywhere around the vehicle.



# IN DETAIL.

- + Compact construction with under-floor cylinder
- + Flat cargo area for transporting pallet cargo and machines
- + Low overhead loading height
- + The perfect chassis for any application





## 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.



### 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.

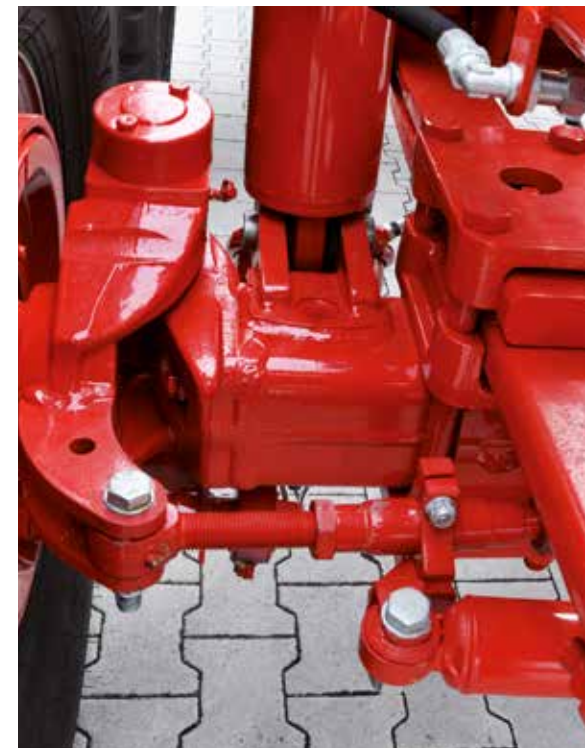


### ELECTRO-HYDRAULIC FORCED STEERING



### REAR-AXLE SUPPORT

The electrical rear-axle support increases stability during tipping with a hydraulic suspension. There is a warning light on the front of the chassis so that you can quickly see whether it is active or not.



### STEERING AXLE

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



### ODOMETER



### ON-BOARD HYDRAULICS WITH REMOTE CONTROL

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





### **BOGIE AXLE UNIT**

This trailer is equipped with 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.



### **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.



### **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.







#### **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.



#### **KENNFIXX**

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.



#### **REAR TOWING DEVICE**

The towing device on the back of the vehicle offers a safe and stable way to recover a trailer that has gotten stuck.



#### **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.



#### **PLASTIC MUDFLAPS**



#### **STEEL MUDFLAPS**



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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

LI	kg
152	3550
155	3875
161	4625
164	5000
165	5150
169	5800
170	6000
174	6700
177	7300
178	7500

SPEED SYMBOL

Code letter	Speed (km/h)
A8	40
C	60
D	65
F	80
J	100
K	110



**NOKIAN CT BAS**  
600/55R26.5

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



**NOKIAN CT BAS**  
600/60R30.5

Diameter:	Width:	Load index:
1495 mm	600 mm	173D



**NOKIAN CT BAS**  
650/55R26.5

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



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

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



**BKT FLOTATION RADIAL FL 693**  
650/55R26.5

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



**BKT FLOTATION RADIAL FL 695**  
650/55R26.5

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



**ALLIANCE FLOTATION RADIAL I 390**  
650/55R26.5

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




**MICHELIN XS**  
24R20.5

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



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

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



**BKT RIDEMAX FL 693 M**  
710/50R30.5

Diameter:	Width:	Load index:
1485 mm	727 mm	173D



# 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 TRAILER



**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)



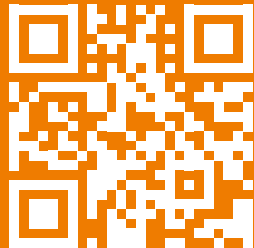
**PWO 24**  
(24 t total weight)

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