

**TAW 20 / TAW 30**

# **PUSH-OFF TRAILER**





# VERSATILE, QUICK AND SAFE.

Do you need to move, load and unload a large amount of cargo safely and quickly? This **agroliner** push-off trailer meets all these efficiency requirements at the highest level. The pushing technology ensures a quick and safe unloading onto even unsurfaced or sloping surfaces. As it's incredibly versatile, a comparably high annual capacity utilisation can be achieved. Anywhere where a tipper would meet its natural limits, e.g. in low buildings, on slopes or unsurfaced surfaces, the **agroliner** push-off trailer can be used without any issues. By compacting loose cargo, like maize or grass silage for example, the trailer's load volume can be increased.

## TANDEM PUSH-OFF TRAILER TAW 20

The tandem central axle trailer is the best-selling variant of this push-off trailer. With a load volume of 32 m<sup>3</sup> to 43 m<sup>3</sup> and a permissible total weight of 20 to 24 tonnes, it offers powerful transport capabilities. The push-off trailer can be used everywhere and is suitable for all agricultural cargo.

## TRIDEM PUSH-OFF TRAILER TAW 30

You can really push it to the limit with the three-axle variant. It has a load volume of up to 48.3 m<sup>3</sup> and a permissible total weight of up to 34 tonnes. For perfect handling and safe driving, we recommend using the optional forced steering (first and third axle) in combination with a hydraulic suspension.



**TAW 20**  
**TAW 30**



# 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

## TAW 20

Tandem push-off trailer

Permissible total weight 20 - 24 t

Empty weight approx. 7.4 - 9.4 t

Payload approx. 10.6 - 16.6 t

## TAW 30

Tridem push-off trailer

Permissible total weight 31 - 34 t

Empty weight approx. 10 - 11.8 t

Payload approx. 19.2 - 24 t

(All data depends on the equipment used.)

TO PRODUCT VIDEO:  
Discover our push-off  
trailer for yourself!





## A SOLID BASE FOR A RANGE OF APPLICATIONS.



### FLOOR ASSEMBLY

The floor is made up of two pieces. The front part of the floor rests on the rear floor assembly in the transition area. During the pushing process, the pusher plate and front floor move so that the superstructure is completely emptied right up to the rear spoiler. The floor assembly is coated with stainless steel sheet plates as it is here that the highest friction values occur and stainless steel has excellent anti-friction properties. This means that we can ensure problem-free pushing even with cargo that slides poorly like chicken or turkey manure, for example.



### PUSHER PLATE

The pusher plate is securely guided on a rail and is operated by three double-acting hydraulic cylinders. The pressure surface of the pusher plate is also coated with stainless steel sheet plates so that as little cargo residue as possible remains stuck on the plate during the unloading process. The sealing is guaranteed by robust, replaceable PU sealing strips.



### SIDEWALLS

The single-piece sidewalls have a welded frame structure made from high-strength sheets of fine-grain steel. This structure ensures that the sidewalls keep their shape despite the high pushing forces and that the pusher plate can unload the trailer without any problems. The sidewalls are screwed to the floor assembly. The upper part (overload edge) forms a stable rectangular tube.



### CHASSIS

The chassis has large beams and closed transverse profiles and is torsion-resistant. Together with the sidewalls, the chassis must ensure that there is no twisting in the cargo area. Only then can the lasting, malfunction-free operation of the pushing mechanism in the trailer be guaranteed.



### VOLUME TAILGATE

The volume tailgate is opened by two double-acting hydraulic cylinders. The quadruple locking is activated automatically during the closing process. The replaceable rubber seal that goes the entire way around the tailgate is grain-tight.



# INDIVIDUALLY CONFIGURED.

- + Stainless steel floor and pusher plate
- + High stability thanks to the horizontal unloading
- + Light cargo can be compacted
- + Different attachments optionally available





## OUR EXTRAS FOR THE SUPERSTRUCTURE.



### VIEWING WINDOW

The driver can use the generously-dimensioned, central viewing window made from replaceable plexiglass and the adjustable grill attachment (can also be controlled hydraulically as an option) to closely monitor the progress of the loading.



### SIDEWALL EXTENSION

The cargo capacity of the superstructure can easily be increased with the pluggable aluminium extensions for the sidewalls and volume tailgate. The two-wing cover system can also be combined with the robust, hot-dip galvanised aluminium extensions.



### FOLDABLE BOARD WALL

The hydraulic foldable board wall can be used to reduce the overload height.



### LADDER

The ladder is ergonomic and very safe thanks to the large platform and safety guard.



### DISCHARGE CHUTE

The tailgate can be optionally equipped with a discharge chute

### CARGO AREA COVER SYSTEMS

We offer a range of options for securing cargo, as is required by law when travelling on public roads, like our roller tarpaulin system, the two-wing hydraulically controlled cargo area cover system or a Fliptop system.



Two-wing hydraulic cover system



Roller tarpaulin system



Fliptop cover



### WORKING LIGHTS

Powerful LED working lights that help improve visibility in the cargo area.



### METERING ROLLERS

Ideal for the even distribution of cargo like grass or maize silage on a silo clamp. The constant pushing speed in combination with a constant travelling speed ensures an even distribution of silage during the entire unloading process. An overload protection on the lower metering roller stops the oil supply to the pushing cylinders. Once the rollers are running freely again, the oil supply is restarted. If the metering rollers are no longer needed, the entire metering roller unit can be raised hydraulically in just a few steps (just like the volume tailgate on the standard version). This means that you no longer have to waste lots of time dismantling and mounting the unit again when carrying out different jobs.



### OVERHEAD LOADING SCREW

The large overhead loading screw is mounted on the back of the vehicle and has a diameter of 520 mm. The overhead loading screw is driven by a PTO drive shaft. An overhead loading performance of 600 tonnes per hour is possible when in operation. Cargo like grains and grain maize can be loaded without any problems. When needed, the standard volume tailgate can be quickly put back in place.



### SPREADER MECHANISM

The spreader unit consists of two integrated standing rollers, underlying thrower plates and swinging throwing arms incl. hydraulic congestion warning sign. The supply is ensured by a PTO drive shaft with overload protection. When needed, the volume tailgate can be quickly put back in place.



### SEPARATE SWITCHBOX

This switchbox can be used to operate electrical functions, like the working lights, or a pre-press function.



# IN DETAIL.

- + Outstanding tracking properties
- + Weight-optimised frame structure
- + Low centre of gravity in the vehicle
- + Optimal corrosion protection through cathodic dip coating (CTC)
- + High torsion-resistance





## 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 brake load compensation and static load compensation. 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.



### CENTRAL LUBRICATING SYSTEM

Good lubrication is essential for a smooth drive. With a central lubricating system, you can be sure that all relevant components will be lubricated automatically.



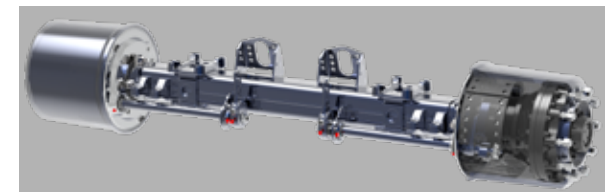
### ISOBUS CONTROL

In addition to facilitating the control of the different functions, the ISOBUS control system is also very safe, which is particularly convenient if the drivers change regularly. With an ISOBUS-capable terminal, all hydraulic functions can be operated from the display in the tractor. Automated programming, for things like an automatic pre-pressing or unloading, for example, ensures a high degree of comfort and helps to prevent operating errors.



### 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.



### DRIVE AXLE

The drive axle provides additional traction exactly where needed when working in challenging conditions, e.g. in wet weather or on steep silos ramps. It also takes some of the load off the towing vehicle. This also means that the trailer can be used with less powerful (more economical) tractors.



### 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**

Crab steering is also possible in conjunction with the electro-hydraulic forced steering.

**MAXIMUM TURNING ANGLE****UNDERRIDE PROTECTION**

In addition to the mechanical, foldable underride protection, we also offer a hydraulically controlled version. The underride protection corresponds to the international EU type approval (UNECE Regulation 58-02).



Mechanical foldable underride protection



Hydraulic foldable underride protection

**TARPAULIN COVER**

To prevent deposits of the transported cargo from building up, a tarpaulin cover can be added as an option.

**LIGHT SYSTEM**

The rear lights and numberplate lights are mounted below the large volume tailgate and so are well protected. Side marker lights or reflectors can be added to make the trailer more visible when travelling on roads. For better visibility when working in the dark, the trailer can be equipped with powerful LED working lights.

**TOWING DEVICE**

The towing consoles are directly attached to the main frame.



# 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.



**NOKIAN COUNTRY KING**

620/60R26.5

<u>Diameter:</u>	<u>Width:</u>	<u>Load index:</u>
1403 mm	620 mm	169D



**BKT FLOTATION RADIAL FL 630**

650/55R26.5

<u>Diameter:</u>	<u>Width:</u>	<u>Load index:</u>
1519 mm	650 mm	174D



**BKT FLOTATION RADIAL FL 693**

650/55R26.5

<u>Diameter:</u>	<u>Width:</u>	<u>Load index:</u>
1389 mm	650 mm	169D



**BKT FLOTATION RADIAL FL 693**

710/50R26.5

<u>Diameter:</u>	<u>Width:</u>	<u>Load index:</u>
1383 mm	710 mm	170D



**BKT FLOTATION RADIAL FL 630 ULTRA**

710/50R26.5

<u>Diameter:</u>	<u>Width:</u>	<u>Load index:</u>
1383 mm	710 mm	170D



**NOKIAN COUNTRY KING**

710/50R26.5

<u>Diameter:</u>	<u>Width:</u>	<u>Load index:</u>
1405 mm	710 mm	170D

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

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



# 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)



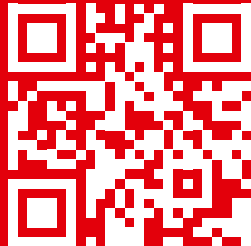
**PWO 24**  
(24 t total weight)

# 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! Upon request we can even carry out repairs on vehicles from other manufacturers. We're your all-round partner!



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