

THE CHASSIS THAT REALLY STANDS OUT. THE BOX CARRIER.



THE SOLID BASIS OF THE CARRIER MODULAR SYSTEM. THE KRONER CHASSIS ARE EXTRAORDINARILY ROBUST AND ARE THUS SPECIALLY DESIGNED FOR THE HARD DAY-TO-DAY BUSINESS WITH HIGH SWAP CYCLES. THEY NOT ONLY CONVINCE CUSTOMERS BY THEIR SIMPLE AND VERY SOLID DESIGN, BUT ALSO OFFER NUMEROUS EQUIPMENT DETAILS, WHICH CAN BE HANDLED STRAIGHTFORWARD WITH ANY LOAD.

The Box Carrier that willingly takes on everything.

There are many good reasons for the quality leadership of the KRONER swap systems. One important reason is that they feature the same sophisticated basic equipment as all KRONER flatbeds. The chassis feature a particular torsional stiffness and rigidity. And all other equipment details, too, meet the high standards which characterize the modern

KRONER trailer build: cataphoretic painting plus powder coating in your company colour as long-term corrosion protection, chassis, braces, light and air systems completely made by well-known large series manufacturers. And the entire vehicle as a modular system with numerous possible variations.

Two of the versatile KRONER swap trailers.



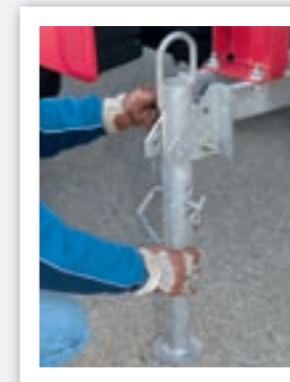
The Profi Box Carrier is designed for a parking level of 1,220 and 1,320 mm, which is standard for swap bridge transports.



The Mega Box Carrier in central-axle design is built for transporting high-volume swap bodies. It is designed for parking levels of 1,020 and 1,320 mm.



Centring rollers made of steel.
Ball bearing centring rollers made of steel simplify the platform procedures.



Rear bracing.
Additional landing legs at the rear with bolt locking serve as supports for the vehicle in case of loading/unloading from the rear. Thus the train connection is prevented from damage.



Adjustable centring rollers.
Umsteckbare Zentrierrollen Adjustable centring rollers also allow the reception of ISO containers.

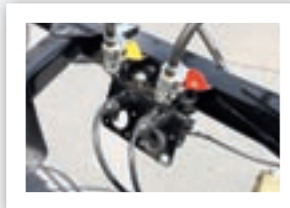


Functional guide tunnel.
The front-slanted guide tunnel facilitates the retraction of the longitudinal centring rollers and reduces damages during superstructure change routines.

Low-maintenance equipment.
Low-maintenance ball-type live ring and draw fork with silent bushings and height-adjusting device acc. to UVV (German accident prevention regulations).



Spare wheel bracket.
Swap trailers for high-volume transports are equipped with a winch-type spare wheel bracket.



Orderly lines.
The blind couplings for all supply conduits ensure good order and avoid damage during shunting.



Sophisticated superstructure change solution.
The slants of the longitudinal beams at the rear facilitate connection on uneven ground if the centring tunnels of the platforms are lower than is possible for the chassis frames to enter.



Lateral setting valves.
Setting valves protruding on the sides make working safer during manoeuvring and platform procedures.



Screwed drawbar wale.
The drawbar wale is screwed to the chassis. This reduces cost in case of replacement. The coupling ring is screwed eightfold and thus is sufficiently secured.

Solid stops.
Folding solid stops allow accurately fitting platform procedures of swap bodies.

Equipment of central axle trailers.
The central axle trailer is well suited for high-volume and standard flatbeds with height-adjustable corner protections and fold-away filling racks, both equipped with comfortable turn mechanism.



Telescoping draw fork.
The telescoping draw fork for different coupling rebounds on tractors (optional).



Well-known series components.
The locks, too, are made by well-known large series manufacturers.

