



# *Hook-lift trailers*

## THL 20 / THL 30







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## **agroliner** Hook-lift trailer

### ***Versatile and flexible.***

The versatility of a hook-lift has also been discovered in agricultural areas, as it offers comprehensive possibilities as a towed trailer. Containers or other swappable bodies like tipper containers, manure tanks, manure spreaders, flat racks, etc. can be picked up and dropped off as desired. This means you only need one vehicle system for a variety of different container systems and, compared to HGVs, it is fully off-road capable.



We only use MEILLER hook devices from the HGV sector. MEILLER stands for innovative and high-quality products as well as an optimal match between vehicle chassis and body.

The design and equipping of our hook devices can be tailored to match the requirements. With our comprehensive range of products, containers from 4.5 to 7.5 metres long with weights from 17 to 30 tonnes can be picked up and tipped. Using a towed hydraulic system which can deliver a pressure of 200 bar and a removable oil quantity of 30 litres, container weights of 17 tonnes can be picked up and tipped. Higher container weights of up to 30 tonnes require an internal on-board hydraulic system which comes with a wireless remote control fitted as standard.



At the start of the chassis design, it must be worked out which the correct type of tyre is for the tasks at hand: high or low-pressure tyres, diagonal or radial tyres.

When choosing the axle unit, the choices range from parabolic suspension with or without dynamic brake force equalisation through air suspension to hydraulic suspension. The axles can be self-steering or forced steering in design.

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**Lifted. Towed.  
Tipped. Placed.**



## THL 20

For containers with lengths of 4.5 to 6.5 meters and weights of up to 21 tonnes. The operation is done via the tractor or an on-board hydraulic system. The tipping angle is 50 degrees.

**Weights/dimensions**

**Total weight**  
20 to 24 tonnes

**Container lengths\***  
4,500 to 6,500 mm

**Running gear**

**Axle wheelbase**  
1,480 to 1,810 mm

**Axle cross-section**  
130 x 130  
150 x 150

**Wheel brake**  
406 x 120  
420 x 180

**Suspension**  
Parabolic spring suspension  
Air suspension  
Hydraulic suspension

**Hook**

**Tipping angle**  
50°

**Tipping/lifting capacity\*\***  
17 to 21 tonnes\*\*\*

**Required control devices**  
3 x pressure controllers  
in the basic equipment

**The models.**



## THL 30

For containers with lengths of 6.25 to 7.5 meters and weights of up to 30 tonnes. Operated via on-board hydraulics with wireless remote control. The tipping angle is 49 degrees.

**Weights/dimensions**

**Total weight**  
31 to 34 tonnes

**Container lengths\***  
6,250 to 7,500 mm

**Running gear**

**Axle wheelbase**  
1,480 to 1,810 mm

**Axle cross-section**  
150 x 150

**Wheel brake**  
420 x 180

**Suspension**  
Parabolic spring suspension  
Air suspension  
Hydraulic suspension

**Hook**

**Tipping angle**  
49°

**Tipping/lifting capacity**  
30 tonnes

**Required control devices**  
On-board hydraulics

\* Containers may not protrude more than 400 mm beyond the underride protection.

\*\* 200 bar required from the tractor's hydraulics

\*\*\* On-board hydraulics required





**Quality down to the smallest detail.**

**The draw gear**

As an alternative to a fixed tow bar, we offer a height-adjustable, rubber mounted draw gear unit for two to four tonnes of drawbar load. Shocks whilst moving are effectively absorbed. The factory-set coupling height based on the customer's wishes can be adjusted later to other coupling heights. As an alternative to the standard mechanical parking support winch, hydraulic jacks can be supplied. As well as the standard DIN drawbar eyes, spherical head hitches are available.



The hydraulic drawbar suspension offers the highest levels of driving comfort. The coupling height can be adjusted continuously and in a fast manner to different towing vehicles.



**The chassis**

Two torsionally-stiff, large dimensioned rectangular pipe longitudinal bearers give all the models a solid basis for the chassis and the integrated hook unit.



**The pulling cylinder**

is used to pick up containers with a high weight. If the rear axle load of the tractor is not sufficient, by pulling with the pulling cylinder the whole weight of the tractor can be used.



**The hydraulic suspension**

conquers all driving-safety relevant criteria such as roll stability, dynamic brake force equalisation and static load equalisation. The pressure displayed gives an indication of the loading condition (65 bar is approximately 10 tonnes of axle load). Here it is possible to signal the desired load using an adjustable pressure sensor. With the stop cocks open, the ride level can be adjusted from the towing vehicle using a pressure control device. During the journey, these should be kept closed. In this way the suspension on the left-hand side of the vehicle is isolated from the



right-hand side, thus additionally increasing the roll stability. To preserve the tyres when running empty, and as an approach or traction aid, a lifting axle can be integrated into the system.



**The parabolic spring suspension**

The linked steering unit is parabolically suspended and designed for speeds of up to 105 km/h, it also contains a dynamic brake force equalisation system. Naturally static load equalisation is also provided.



**The air suspension**

is available as an option. It offers the highest level of driving comfort. Dynamic brake equalisation and static load equalisation are present of course. Quick bleeding is activated as soon as the hook unit moves out of the driving position. This gives an optimal level of stability and a low receiving height.







## In detail.

### The on-board hydraulics system

The on-board hydraulics are operated using a wireless remote control. The pump is driven by the PTO shaft from the tractor and is protected by being located on the draw gear.



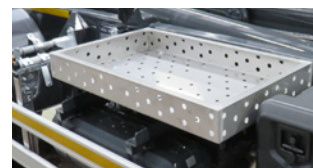
### The tool box

The sturdy plastic box provides you with a protected storage space for your tools and other equipment.



### The THL20/THL30 i.s.a.r. control 3 wireless remote controls

Switch to energy efficiency and time savings using the original MEILLER wireless remote control i.s.a.r. control 3. Its shock-resistant housing with a wrap-around rubber edge was designed for hard use. Practical and simple to operate with the user interface, which is reduced to a display with a joystick and seven buttons. This then allows proportional control to be optimally executed. The controller is designed for one-handed use.



### The net casing

Optimum storage space for covering nets.



### Underride protection

Vehicles with a permitted top speed of over 25 km/h must be fitted with underride protection. With some container lengths, an extendible underride protection is required so that the maximum permitted overhang of 400 mm is not exceeded when driving.



### The forced steering

While the self-steering axle only follows when turning a corner and has to be locked when driving backwards, the hydraulic forced steering is always actively controlled and helps steering precisely when driving backwards. As a result, there is significantly less wear on the axle and the tyres than with a self-steering axle. Forced steering is available with a mechanical steering link or with electronical actuation.



### The telescopic drag link

To make it easy to connect up the tractor, even at different approach angles.



### Hydro-mechanical



### Electro-hydraulic



### The auxiliary cylinder

The tipping force is strengthened by this auxiliary cylinder. Optional with one cylinder on the THL20, with two cylinders as standard on the THL30 (see fig.).



### Maximum turning angle

## Individually configured.

### The hydraulic inner locking system

is fitted to all models. The container can be locked in any position of the adjustable area and transported. The drawbar load is directly influenced by the parked position of the container. A red LED shows if the container is locked.



### The automatic trailer coupling system

including lighting, pneumatic and hydraulic connections for a second trailer.



### Kennfixx

Along with the visual unique identification of the hydraulic connectors, the anti-slip surface makes it simple to couple with the tractor vehicle.





## Our transport solutions at a glance.

### Three-way tipper



**HKD 302**  
(18 t total weight)



**HKD 302-S**  
(18 t total weight)



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



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



**HKD 200**  
(14 t total weight)



**HKD 250**  
(16 t total weight)



**HKD 290**  
(18 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 trailer



**TAW 20-K**  
(20-24 t total weight)



**TAW 20**  
(20-24 t total weight)



**TAW 30**  
(31-34 t total weight)



**SAW 32**  
(32 t total weight)

### Heavy-duty dump trailers



**MUP 20 HP**  
(20-24 t total weight)



**MUP 30 HP**  
(31-34 t total weight)



**MUP 20 VG**  
(22-24 t total weight)



**MUP 20 SP**  
(22-24 t total weight)

### Hook-lift trailers



**THL 20**  
(20-24 t total weight,  
17-21 t lifting capacity)



**THL 30**  
(31-34 t total weight,  
30 t lifting capacity)

### Dolly trailer



**EAD 14**  
(14 t total weight)

### HGV 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)

**For every use  
the suitable solution.**

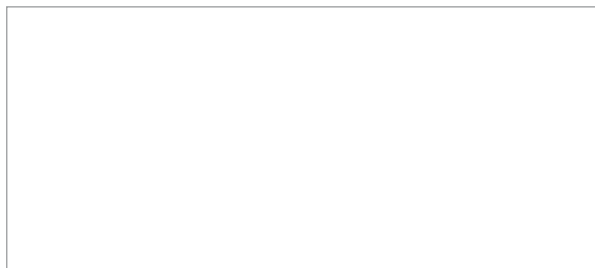
You want to use your vehicle for particularly special tasks, too? Tell us your requirements and our experienced designers will work out practical suggestions for you. There is a suitable solution for nearly every transport problem.





## ***Commercial vehicles one can rely on.***

Authorised specialist dealer



For technical data and the details of the standard and optional equipment, please refer to our current price list. All figures show vehicles with optional equipment. We are constantly developing and improving our products for the benefit of our customers. We therefore reserve the right to make modifications to the design during production runs without prior notice.  
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