

Non-craneable trailers, potential for rail transport



85% - 92%

Non-craneable trailers, potential for rail transport

1. Huckepack - Trailer on Bogie
2. Horizontal loading solutions
3. Vertikal loading solutions

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Huckepack - Trailer on Bogie



Road Railer



Kombirail



Rail Runner





Huckepack - Trailer on Bogie

- (+) Available in many different configurations.
- (+) Very small distances between the units and thus up to 17% more semi-trailers in the train composition.
- (+) The small distance between the trailers makes the units (dry van) extremely secure against theft. Opening the doors in a train would be practically impossible.
- (+) 20 metres of levelled track is sufficient to form a train.
- (+) Less train weight due to the lack of longitudinal wagon beams.

- (-) Special trailer equipment, expensive, heavier than standard trailers, with a lack of acceptance among freight forwarders.

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Horizontal loading solutions

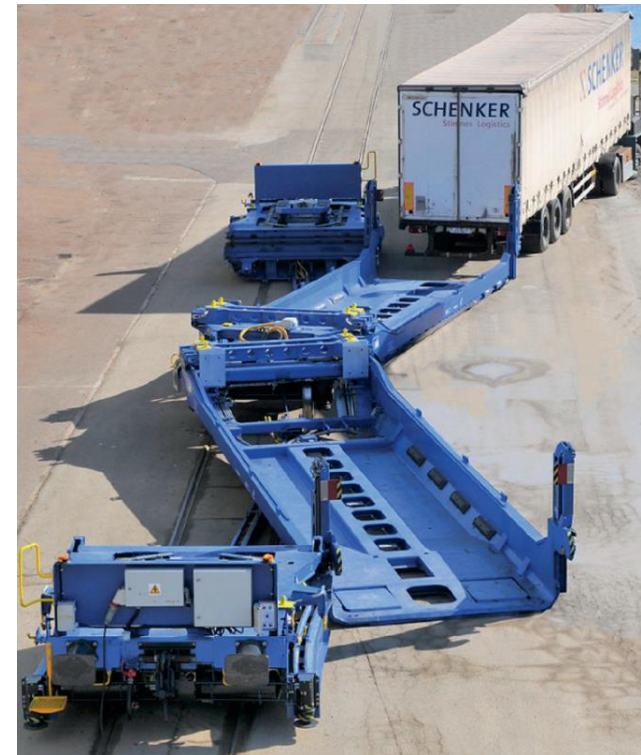
Modalohr



Cargo Beamer



MegaSwing / Helrom



Non-craneable trailers, potential for rail transport Vertikal loading solutions



NIKRASA



ISU



VEGA R2L

Non-craneable trailers, potential for rail transport

- We have provided and continue to provide solutions for loading more than 95% of existing non-cranable trailers.
- The systems have been adapted to the requirements of the road, so that the freight forwarder does not need any special equipment to transfer the transport to rail.
- We only need a reliable and functioning infrastructure, rail and multimodal terminals, to make rail more attractive again for industry and logistics companies.