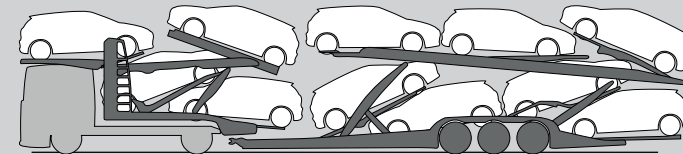


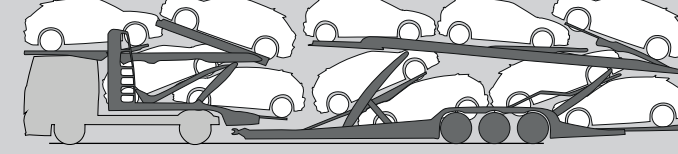


LOADING EXAMPLES

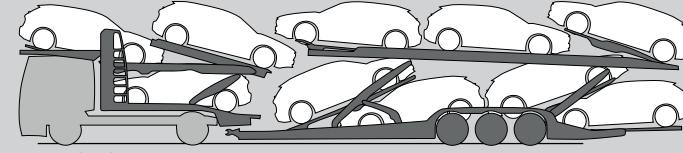
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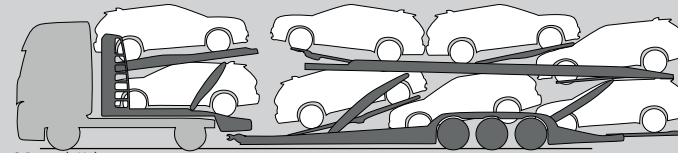
11 Renault Clio



6 VW Polo, 5 VW T-Roc

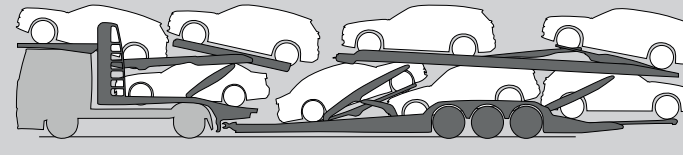


10 Mercedes Classe A

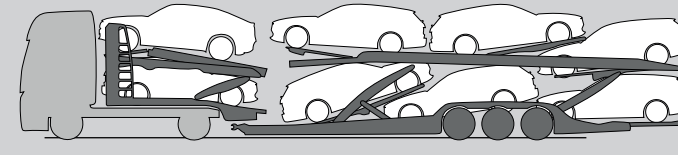


8 Renault Koleos

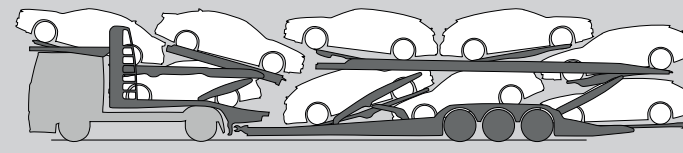
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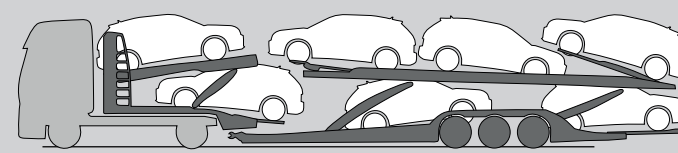
2 Mercedes Classe C, 6 Mercedes Classe GLC



7 Mercedes Classe C break1 1 Mercedes Classe GLC coupé



3 Mercedes Classe CLA, 6 Mercedes Classe CLA Shooting Brake



7 VW Tiguan

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AUTOMOTIVE



Eurolohr 3.53 WXS New



The Eurolohr pioneering “Short-Long” range with detachable body has become the European reference for optimised light vehicle and light utility vehicle loads.

The useful capacity, higher loading possibilities, reduced downtime time for tractor swapping or maintenance operations, resale value, speed, comfort, aesthetics and long service life have all contributed to the reputation of these breakthrough products.

With the improved loading capacities, ergonomics, kinematics and weight distribution, the Eurolohr 3.53 WXS New is the ideal tractor-trailer combination with higher loading capacities for transport over both long and short distances.

LONG TRAILER: ALWAYS SAFTER AND MORE EFFICIENT

- The 3-axle Lohr trailer with self-bearing side frames (12 m) with scissor lifting throughout gives a higher loading capacity to those with a traditional configuration (rigid + trailer).
- The H deck allows the driving track to be positioned above or between the axles.
- Lowering the stackers and increasing the kinematics provides optimised stacking systems with much better loading angles.
- The increased hydraulic functions, which are all self-locking, ensures simpler, safer usage and facilitates compliance with the European road regulations.



SHORT BODY: MORE ECONOMICAL AND PRACTICAL

- The Lohr body can be detached in just a few minutes on a dual-type tractor offering the following benefits:
 - the tractor can be changed without immobilising the tractor-trailer combination,
 - reduced maintenance time for the two elements,
 - the possibility of relay utilisation.
- Its lifetime up to 2.5 times longer than that of tractors on average, guaranteeing significant cost savings.



TRACTORS: MORE FLEXIBLE FLEET MANAGEMENT

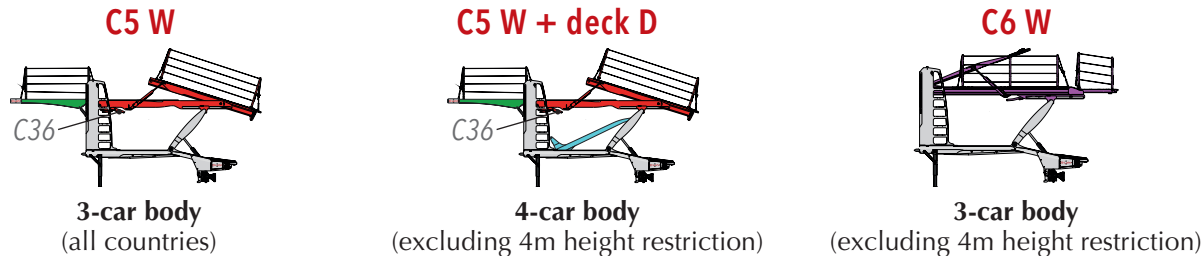
- Subcontracting the tractor part (rental) provides:
 - maximum use of the car transporter,
 - more flexibility and investment capacity,
 - commercial reciprocity (free choice of the tractor make).



A RANGE OF CAR TRANSPORTERS ADAPTED TO YOUR NEEDS

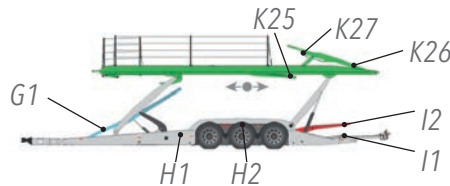
MAIN INNOVATIONS

BODIES



- Fully galvanised body “pre-equipped” for the “D Deck” option (11th car)
- Repositioned body facilitating loading and door-opening
- Enlarged canopy deck with hydraulic front flaps for adjustment of the loaded vehicle
- C36 hydraulic extension (optional) to adjust and lower long vehicles loaded on the canopy deck
- Lower deck lowered and widened, fitted with storage compartments, non-slip zones and wheel chock positions
- Hydraulic retractable extensions at the rear of the lower deck (optional) with no need for extensions
- New lighter coupling landing gear, quick and easy to use

TRAILER



- Fully galvanised trailer
- G1 stacker lowered to the very bottom of the structure and redesigned for a better loading angle
- H1 stacker lowered and hydraulically adjustable for greater ease of use
- H2 stacker with 900 mm hydraulic extension (optional)
- Redesigned I2 stacker increasing loading capacity
- Hydraulic I1 stacker offered as standard on the tractor-trailer combination
- K26 stacker with greater stacking ranges (positive and negative) and an enlarged K27 extension
- ADS kits available (optional) to transport vehicles with pneumatic suspension
- Possibility to load a vehicle from the lower level of the trailer onto the upper level of the body



GENERAL DESCRIPTION

General description		Tool set	
Total length unloaded	18,750 mm (A+B vs CE96/53)	Steel extensions (900 mm)	2
Width	2,550 mm	Wheel chocks - standard	13
Trailer GVW	22,300 kg	Wheel chocks - bevelled	16
Load	11 vehicles depending on models	Straps	20
Lifting systems (decks & stackers)	Self-locking cylinders	Straight cross-members	2
Coupling	LOHR ball coupling and anti-yaw damper	Cross members with wheel support	2

Body – standard	Trailer – standard
Detachable body	Fixed drawbar
Screw lift (front)	SAF axles with disk brake,
Foldable arm (rear)	Michelin 275/70R22.5 tyres,
	G1 hydraulic
Coupling landing gear	H1 hydraulic
Lower deck fixed decking,	I1 hydraulic,
Fixed guard rails,	Suspension control on the trailer,
Cross-member storage	Rear friction rollers,
1 loading light.	1 loading light.

Examples of available options	
Tractor-trailer combination	
Personalised paintwork	For a vehicle reflecting your difference
Hydraulic expansion sections	For user safety and ease-of-use

Body	
Body lower deck recesses	To lower loads in countries with height restrictions
Telescopic guard rails	To lower guard rails in countries with height restrictions
Hydraulic rear extensions (lower deck)	For adjusted, easy loading
Hydraulic extension (C36) to the rear of the cab	To optimise EHR functions and usage
D Deck	To load an additional car (over 4 m)

Trailers	
Telescopic drawbar	For improved ease of loading
Recesses in the upper deck of the trailer	To lower loads in countries with height restrictions
Engine stop/start on the trailer	For tractor-trailer safety and to cut costs
G12 remote control	For remote handling of the G1 and suspension
2- to 14-function remote control	To control 2 to 14 hydraulic functions
Autonomous tyre pressure maintenance	For pressure maintenance with visual signals
Trailer brake pad wear monitoring	For in-cab brake wear monitoring