

Performer



10 Toyota Aygo

L. 20,75 m - Ht. 4 m



9 Opel Mokka

L. 20,25 m - Ht. 4 m



6 Porsche Taycan+ 1 Porsche Macan + 1 Porsche Boxster

L. 20,25 m - Ht. 4 m



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AUTOMOTIVE



Performer



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Engineered to complement the Eurolohr line of trailers, Performer addresses the requirements of European carriers for mixed cargo.

These versatile vehicles, which can load both automobiles and chassis cabs, are full of features that improve the load factor of light vehicles and the nesting flexibility needed to transport commercial vehicles. During redesign, special attention was paid to the constraints caused by changing automotive trends and the arrival of electric models: Passage width, flat driving surfaces, and optimal loading angles throughout the convoy, all adapted to lower ground clearance.

AN OPTIMAL LOADING METHOD

- The convoy is set up quickly and requires little handling during loading, thus reducing parking time and freeing it up for driving..
- Stacking is simple, few accessories are required, and self-locking cylinders hold the hydraulics in position.
- The available volume, enhanced by the trailer architecture with load-bearing sides and Lohr features, makes it possible to increase the performance of the traditional car carrier and improve the loading method in Europe.



A REVAMPED BODY

- Canopy available in two versions, manual or hydraulic, with an independent deck at the rear of the cab that can be folded hydraulically, providing maximum ease of use and greater ergonomics for the user.
- Top deck with two stackers allowing for backward/forward loading for precise adjustments and increased flexibility.
- Hydraulically adjustable recesses for maximum height gain.
- Modular rear section that can be equipped with several hydraulic options (D2, D3, D4) to increase the versatility of the convoy according to your needs.



A SELF-SUSTAINING TRAILER FRAME

- The trailer coupled to the truck is built on a frame with load-bearing sides, eliminating the central longitudinal members. The increased payload volume gives the user the flexibility to adapt a load to comply with European regulations.
- Trailer with load-bearing sides that can be equipped with 3 stackers (H1, H2, I2) for optimum performance and capacity:
 - Stacker H1: Reworked kinematics, allowing for a gain in height
 - Stacker H2: Hydraulic translation, providing ease of use and better ergonomics
 - Stacker I2: Hydraulic stacker for loading 10 cars



FEATURES			
Total length unloaded	18,750 mm	Manual loading rails	2
Total width	2,550 mm	Steel extensions, length of 920 mm	2
Trailer GVW	up to 19,000 kg (depending on model and regulations)	Wheel chocks	28
Loading capacity	up to 10 vehicles (depending on model and regulations)	Gloved stowage straps with hand ratchet	20
Body versions	4	Surfacing	galvanisation and customer's livery
Trailer versions	4	Examples of options: • raise and low the trailer suspension from the cab • start & stop the truck engine from the trailer • retractable canopy • hydraulic loading rails • manual aluminium stacking ramps, length of 2000 mm • axles with disc brakes and 255/60 R 19.5 tyres • painting customisation of upper decks and canopy • telescopic drawbar • D3 stacking on body bottom deck	
Body lifting system	by screw at front and by foldable arm at rear		
Lifting system for rear cabin deck	by 2 cylinders (raising/lowering + tilting) for loading LVs on canopy		
Trailer lifting system	By scissors at front and foldable arm at rear		
Connection between body and trailer by LOHR ball coupling			
Axles with drum brakes and twin tyres with dimensions of 245/70 R17.5			
LED lighting			