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| **Optimised KAMAG industrial heavy transporter sets benchmarks in economic efficiency, safety and ergonomics** |

**Greater availability and a high level of safety and user-friendliness: the model-maintained KAMAG industrial heavy transporter (IHT) has set new standards in many aspects. The vehicle benefits in particular from the new cab and the maintenance-friendly engine installation.**

When semi-finished steel products such as sheets, slabs, coils and beams or scrap pallets and buckets have to be transported, this is when the KAMAG industrial heavy transporter (IHT) really comes into its own. These special vehicles are extremely versatile and robust workhorses for transport tasks in industrial companies and defy even the toughest environmental conditions that are commonplace in steelworks. Safety and reliability are paramount with these vehicles. But economy and functionality also play an important role here. During the redesign of the KAMAG IHT, KAMAG Transporttechnik, a subsidiary of the Heilbronn-based Transporter Industry International Group (TII Group), further optimised and enhanced these features.

**Service friendliness in particular benefits from the upgrade**

The engine of the KAMAG IHT is now much easier to access thanks to a large flap at the front of the vehicle, which allows quicker access to the driving unit. With the help of a forklift, the engine can easily be pulled out of the vehicle at the front. This reduces the time, for example, it takes to replace an aggregate to only one hour. Previously, it used to take a full day to carry out this task. This measure significantly reduces downtimes and greatly improves the operating costs of the KAMAG IHT due to the increased availability.

**Modern cabin design stands for extra safety**

The upgraded KAMAG IHT is easily recognisable by the modern design of the platform driver's cab. Generously-sized glazed areas allow a wide direct field of vision around the vehicle. The windscreen is tilted more than was previously the case in order to prevent distracting reflections. At the same time, the tilt of the glass prevents accumulation of dirt.

The driver now reaches his workplace using a stair-like access point. This construction is safer and more comfortable than access ladders. The Ulm-based manufacturer of special vehicles has also made the workplace more ergonomic than before. The operator controls all central vehicle functions via a joystick control system. The main display is connected to the rotatable driver's seat and swivels when the operator rotates the seat 180 degrees; for example, when reversing out of a production hall. Furthermore, the cab also features a state-of-the-art training seat.

**KAMAG IHT combines the best of two worlds**

The upgraded KAMAG IHT series combines the best of two worlds. The experience gained from the operation of the IHT models from KAMAG as well as from SCHEUERLE, also a subsidiary of the TII Group, flowed into the facelift. This has not only improved the handling along with the operating costs of the vehicles. The wide range of configuration possibilities are also geared towards fully meeting the needs of customers. Users have the option of precisely configuring their KAMAG IHT for the respective application. In addition, the stronger standardisation of the components and assemblies has resulted in several tangible advantages. This makes it easier to procure spare parts and ensures shorter delivery times.

**KAMAG vehicle range as wide as the areas of application in industry**

KAMAG Transporttechnik offers an extensive range of special vehicles for use in the metal industry: for the transportation of scrap, molten steel, slag or slabs and other semi-finished products. This includes industrial heavy transporters which are available with hydrostatic or hydromechanical drive trains designed for maximum control precision and maximum transport speed. The KAMAG IHT stands for accommodating the highest payloads ranging from 40 to 400 tonnes (including load carriers). They can reach speeds of up to 20 km/h when laden and up to 40 km/h when unladen. Thus, the KAMAG IHT reduces the number of internal transports needed as well as the time required for transport. Depending on the total vehicle weight, modern, low-emission diesel engines from 130 kW (180 hp) to 440 kW (600 hp) are used in the drive trains. Various body solutions and powerful working hydraulics have upgraded the vehicles to ensure they are fully capable of handling numerous tough assignments.

**Photo**

Optimised KAMAG industrial heavy transporter (IHT).

***Company Profile***

*The Transporter Industry International Group (TII Group) is owned the Rettenmaier entrepreneurial family and is a globally active manufacturer of heavy-duty and special vehicles. It is comprised of the Scheuerle, Nicolas, Kamag and TIIGER brands, and has a workforce of around 900 employees. With innovative vehicles for logistics yards, public roads and industrial areas, the world market leader for heavy-duty vehicles with hydraulic pendulum axles supports its customers – from transport and logistics, building industry, plant engineering, air and space travel, shipbuilding through to energy, steel and mining – for realising a wide range of complex transport tasks. Transport assignments include construction machinery, wind turbine facilities, ships, antennas as well as entire factory plant. The TII Group holds the current world record of over 17,000 tonnes for transporting extremely heavy loads on vehicles. The TII Group focuses on product quality and innovations for the future of heavy-duty transportation mobility. In addition to locations in Germany, France and India, the group has a global sales and service organisation.*

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