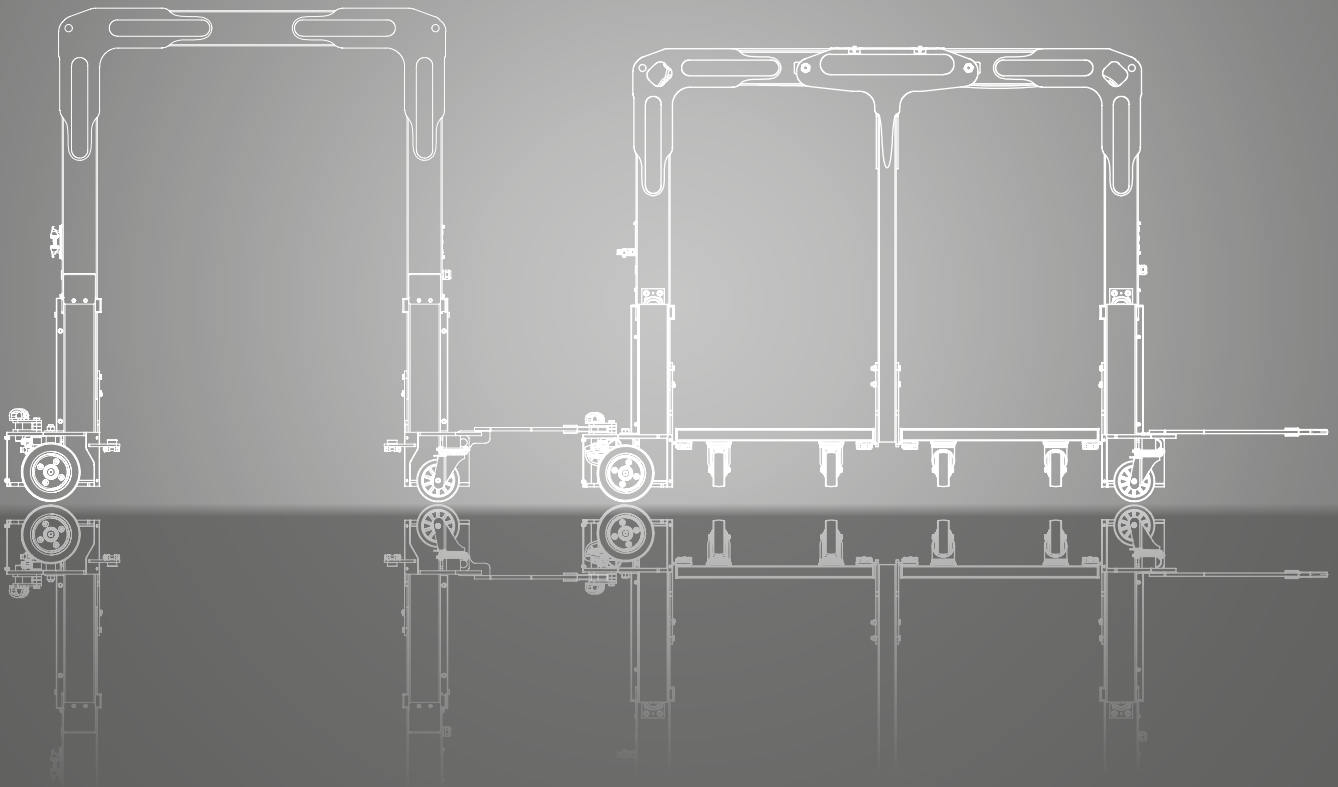


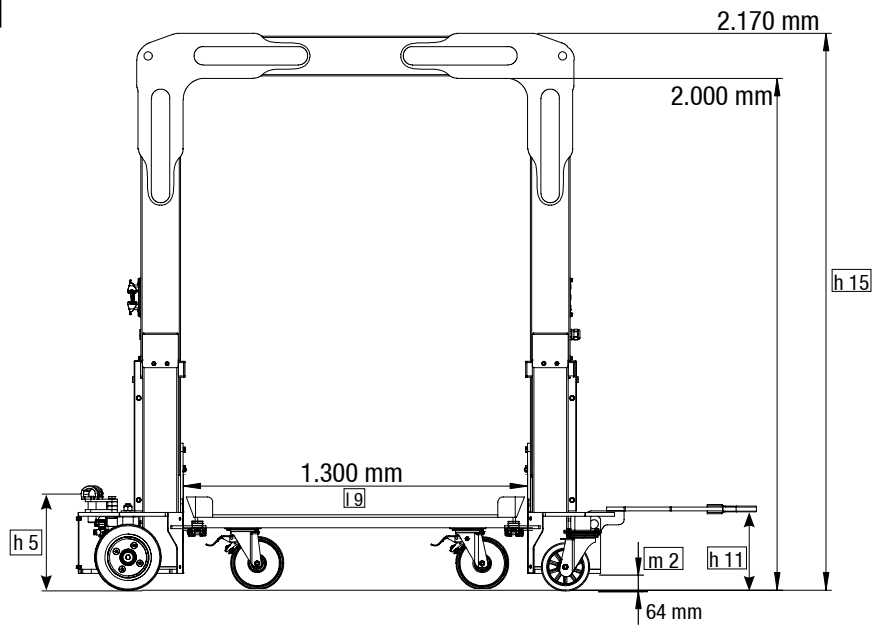
CTR01/02

CLARK tigger train

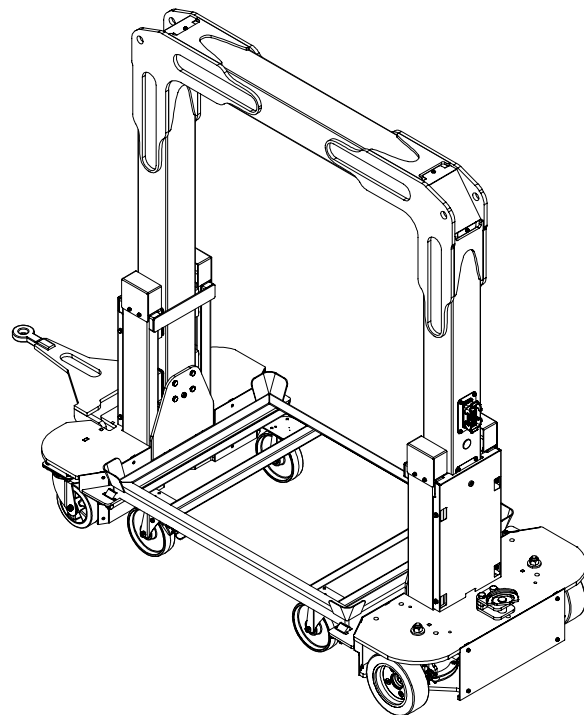
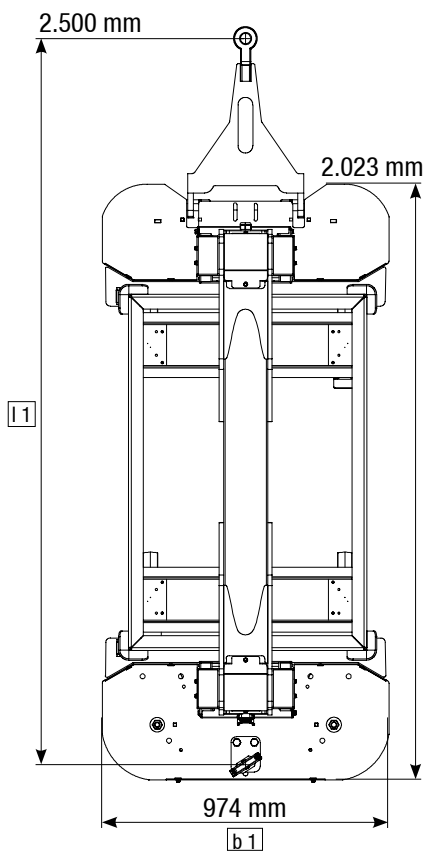


DIMENSIONS

CTR01

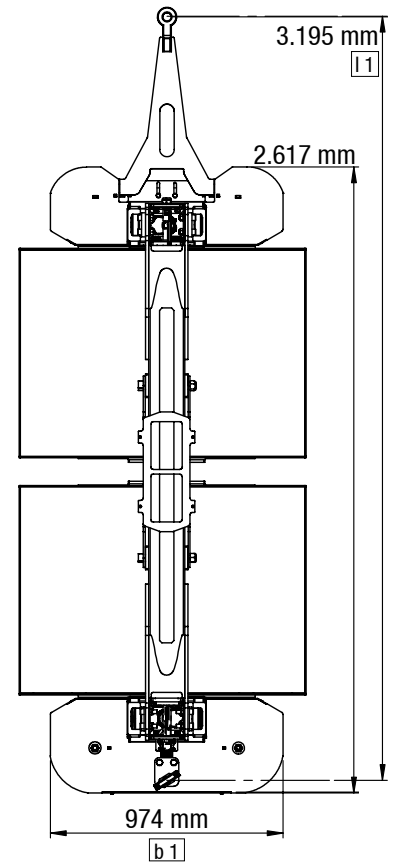
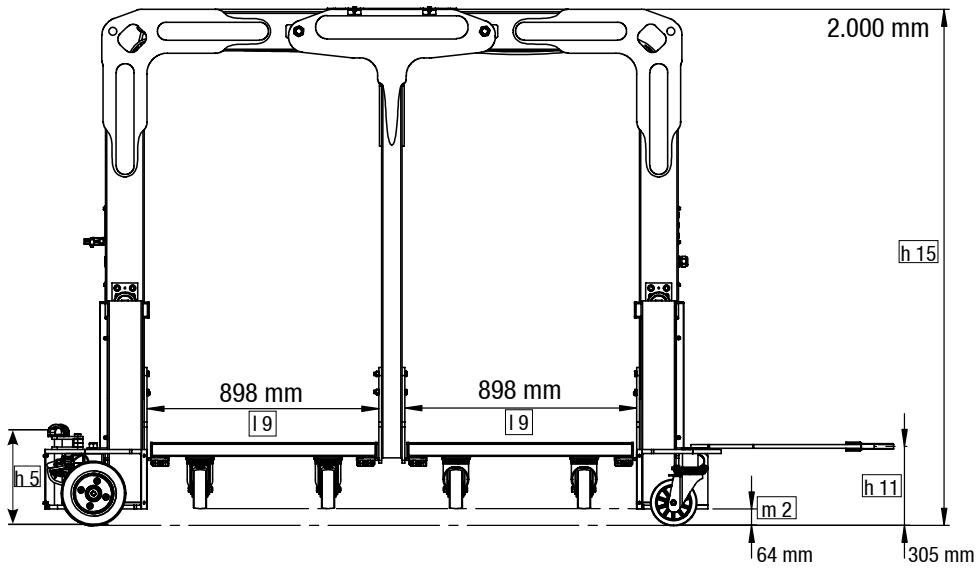


For corresponding data see Specification Chart.



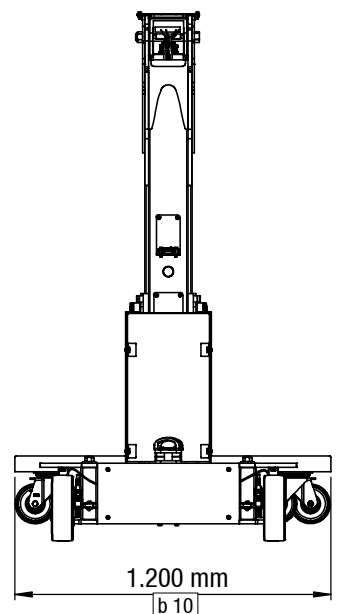
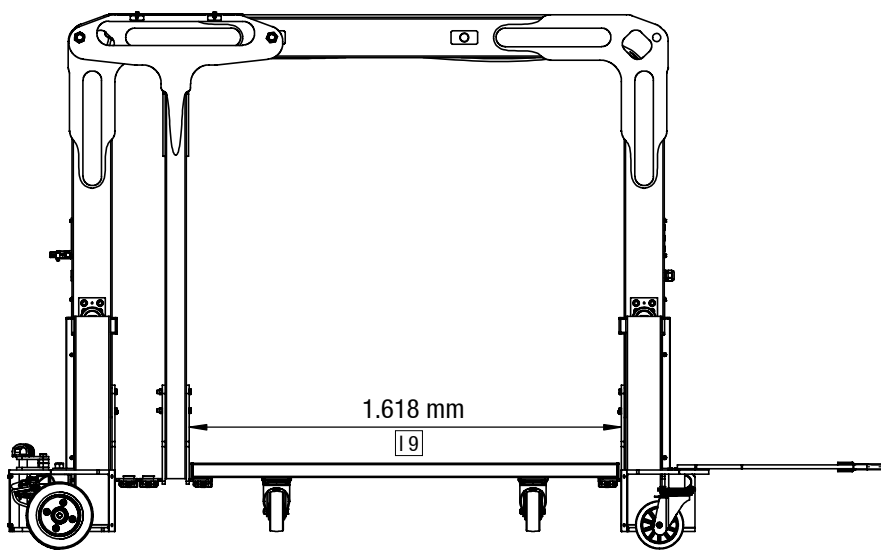
DIMENSIONS

CTR02



For corresponding data see
Specification Chart.

CTR02 (with slidable inner carrier)



CLARK products, illustrations and specifications are subject to change without notice.
Performance may vary + 5 % and - 10 % due to motor and system efficiency tolerance.

SPECIFICATIONS

Product Specification acc. to VDI 2198

1.1 Manufacturer (Abbreviation)			CLARK	CLARK
Specifications	1.2	Manufacturer's designation	CTR01	CTR02
	1.3	Load dimensions (length x width)	2.023 x 974	2.617 x 1.200
	1.5	Load capacity *1 Q (kg)	1.200	2 x 1.600
Weight	2.1	Service weight kg	550	650
Tyres, Chassis	3.1	Tyres	Polyurethane	Polyurethane
	3.2	Tyre size front, rear	Ø 180 / 250	Ø 180 / 250
	3.5	Number of wheels (center axis)	2	2
	3.6	Track width b ₁₀ (mm)	974	974
Dimensions	4.2.1	Total height h ₁₅ (mm)	2.170	2.000
	4.4	Lift h ₃ (mm)	60	60
	4.12	Clutch height h ₅ (mm)	305	305
	4.14	Tiller length l ₀ (mm)	417	518
	4.16	Loading surface length / max. trolley length l ₃ (mm)	1.200	800 / 1.600
	4.18	Loading platform width b ₉ (mm)	876	876 / 1.000
	4.19	Total length l ₁ (mm)	2.500	3.195
	4.21	Total width b ₁ (mm)	974	974
	4.32	Ground clearance, centre of wheelbase m ₂ (mm)	64	64
	4.39	Frame opening length (inner frame dimension) l ₉ (mm)	1.222	2 x 898 / 1 x 1.022
4.41	Tiller height h ₁₁ (mm)	305	305	
Performance	5.1	Max. speed km/ h	12	12
Misc.	8.5	Coupling	Combination of rigid and flexible links	Combination of rigid and flexible links

* 1) In the case of several trailers, the maximum towing load of the towing vehicle must be observed.

* 2) A maximum of 4 trailers can be used at the same time.

All values shown are for standard lift truck with standard equipment. If the truck is supplied with options, values may change. All values given may vary + 5 % and - 10 % due to the motor and system tolerances and represent nominal values obtained under typical operating conditions. Specifications for Non-emission limited truck.

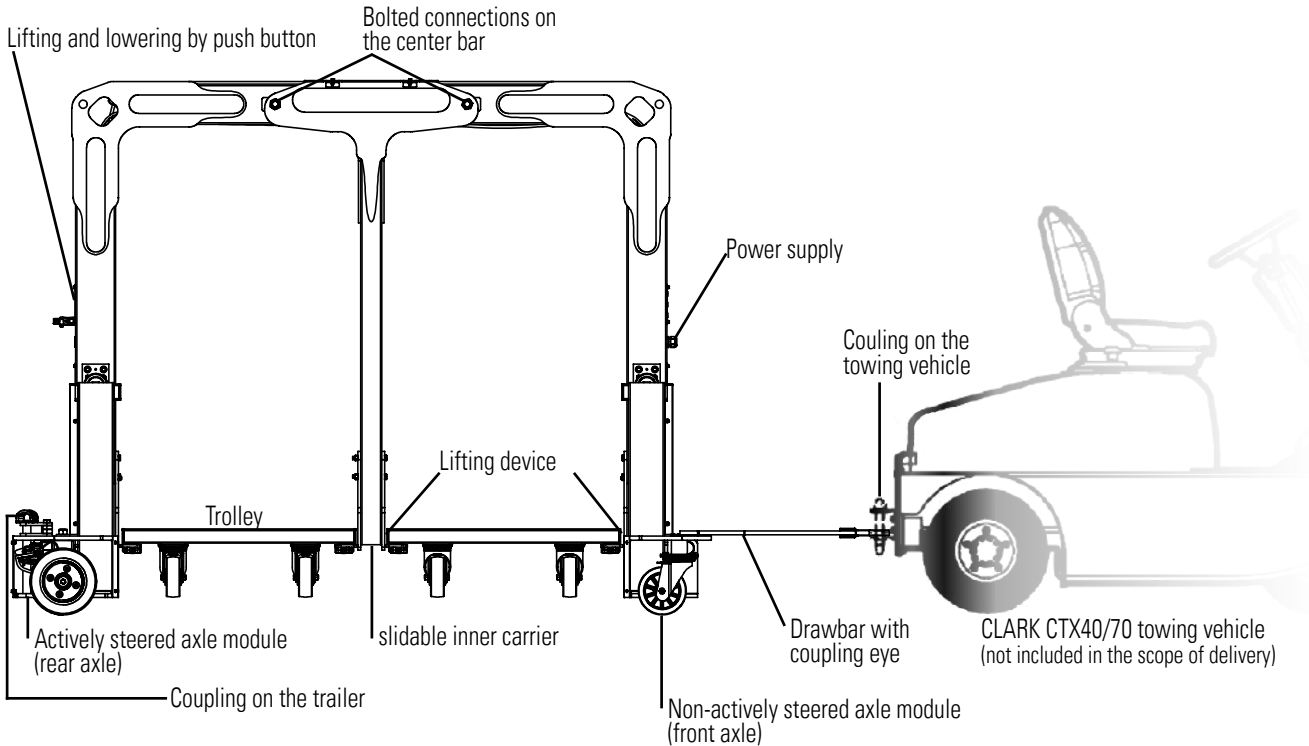
EQUIPMENT EXTRAS

		CTR01	CTR02
General	Autonomous electric steering	•	•
	Electric lifting system	•	•
	Operating elements on the tugger train	•	•
	Slidable inner carrier (only for CTR02)	-	•
	Immobilizer when lift is lowered	•	•
	Automatic trolley locking system	•	•
	Standardized interface to CLARK tractor of the CTX series	•	•
	PU wheels for indoor operation	•	•
	SE wheels for outdoor operation	x	x
Trolley 800*1200	Dimensions: Length: 1,280 mm; Width: 880 mm max. 1,000 kg Load weight	x	x
Trolley 1600*1000	Dimensions: length: 1,680 mm; width: 1,080 mm max. 1,600 kg Load weight	-	x

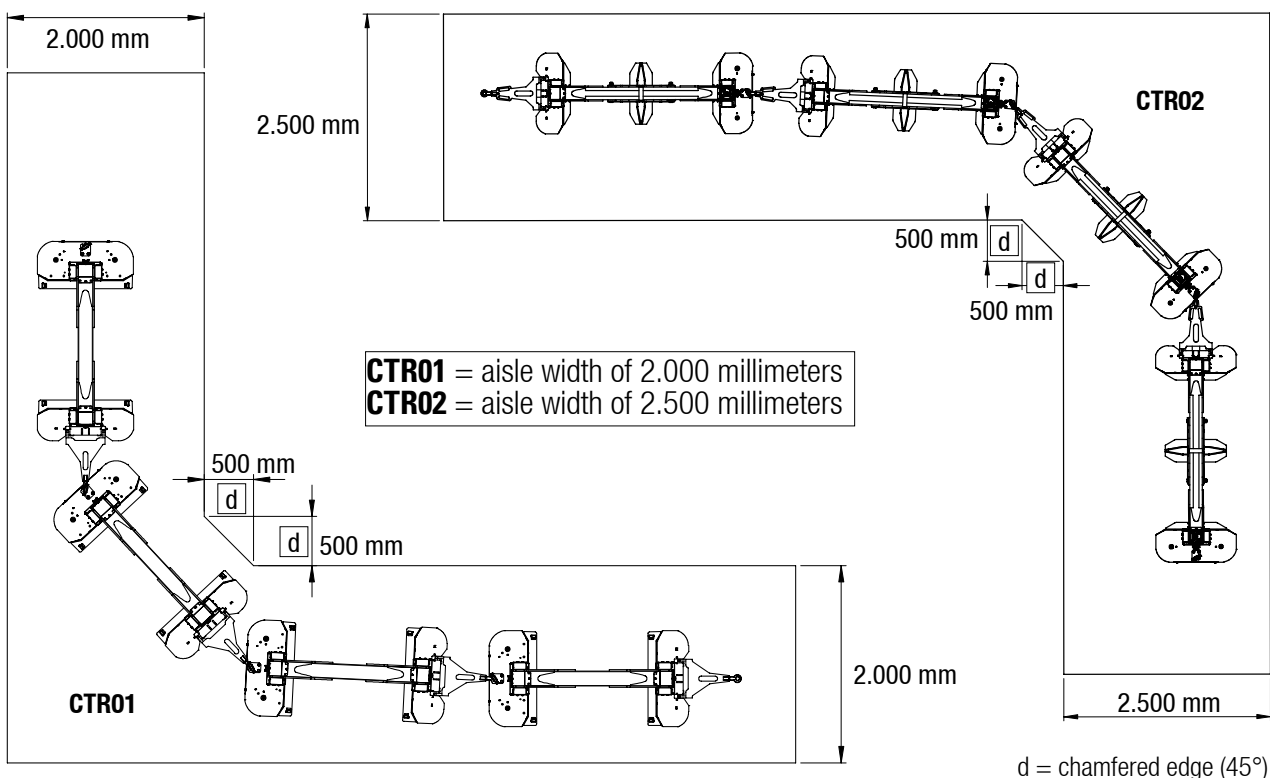
• = Standard equipment, x = Option - = Not available

FEATURES

CTR02



90°-curves travel for aisle width with corner chamfer (without oncoming traffic)



d = chamfered edge (45°)

The CLARK CTR tugger train system is an all-in-one solution and was specially designed for the requirements of industrial use. With the CTR tugger train, material transports over longer distances can be organized efficiently, safely and extremely flexibly. The CLARK tugger train consists of the CLARK CTX40-70 towing tractor with a towing capacity of 4 or 7 t and the CTR01 and CTR02 trailers. The CTR01 trailer, designed as a single U-frame, is designed for transporting Euro pallets. It can accommodate a mobile trolley on which Euro pallets (1,200 x 800 mm) with a maximum load capacity of 1,200 kg can be transported. The CTR02 Double U-Frame trailer can accommodate both Euro pallets and other types of pallets commonly used in the industry. Via a sliding inner carrier, the operator can flexibly choose between a trolley with a size of 1,600 x 1,000 mm and a load capacity of up to 1,600 kg or two trolleys for transporting Euro pallets with a load weight of 800 kg each.

Easily loaded on both sides

The CLARK trailers allow ergonomic loading from both sides up to a total height of 1,400 mm per trolley. No matter from which side, the smooth-running trolleys can be pushed into the lifting system of the frame without much effort. The operator can walk through the frame to get to the other side of the trailer. The electric lifting system of the trailers is low-maintenance and has a lifting height of 60 mm. A latching mechanism ensures that the trolleys are securely fixed in the frame. An immobilizer prevents the tugger train from starting up when the lift is lowered. For coupling and uncoupling the trailers, a coupling with remote release is available in addition to the standard trailer coupling without remote release. This allows the towing tractor to automatically couple and uncouple additional trailers. For example, after delivering materials to the destination, the towing tractor can uncouple the trailers and automatically couple empty trailers that are already there for the next milk run. The tugger train can thus be flexibly integrated into other production processes.

Precise tracking during all driving maneuvers

The CLARK trailers have a very slim and robust design. As a result, the tugger train is extremely compact and the operator has a good overview. Particularly noteworthy is the perfect directional stability. This is ensured by the electrically steered wheels in the rear axle module: One trailer follows the other exactly in one lane both on a straight track and when cornering. As a result, the tugger train requires a small traffic area and can be used safely even in the tightest of spaces. The CTR01 requires an aisle width of only 2,000 mm for a 90° curve (with corner chamfer of 2 x 45° / 500 mm and without encountering traffic). For the CTR02, the minimum aisle width required for a 90° curve under the same conditions is 2,500 mm. The aisle width for a 180° curve (U-turn) is 3,570 mm for the CTR01 and 4,550 mm for the CTR02.

High flexibility in trailer selection

The heart of the modular CLARK tugger train system is the autonomous electric steering system. This is maintenance-free and uses sensor information measured directly at the axle. Mechanical, hydraulic or electric steering information is not routed through the trailers and does not have to be taken into account in the design of the load modules. The modular system allows free configurability with virtually no design restrictions. This means that individual customer requirements can be taken into account. Trailers can be easily interchanged via a standardized interface. This means that different trailers can also be combined to form a tugger train.

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