

Container chassis

for tipping containers



Reliable, no matter where.



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Throughout Europe, LAG is known for its high-quality tipping container chassis for the bulk industry. Thanks to LAG's modular design and low tare weight, our tipping container chassis continue to lead the way. 20 ft, 30 ft or 40 ft; your driver's comfort and safety are always at the forefront with the increased stability of our design.

20' · Steel

The LAG 20 ft tipping container chassis is always made of steel and is available in three versions:

- the short version that makes it easy to unload loose goods
- the longer version for better weight distribution and with the possibility to install a discharge lock
- the version with an auxiliary frame for tipping 20 ft SWAP tank containers

[1]



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30' · Steel

The LAG 30 ft tipping container chassis can be manufactured from steel. Thanks to the modular design, you can rely on a wide range of functionalities. You can also count on LAG's many years of experience in installing hydraulically driven discharge locks (EBC, Comav, etc.).[3]

30' · Aluminium

Are you looking for a lightweight 30 ft tipping container chassis? Recently, we started producing the 30 ft tipping chassis in aluminium. Using our modular design, we offer the same functionalities as the steel version. [4]

30' · Possibilities

You can have your LAG 30 ft tipping container chassis built in the version that is best suited to your wishes and needs. A lowered mega version, a reinforcement for the UK or Scandinavia, additional 20 ft arms and even a chassis tank support for tipping 20 ft and 30 ft containers are just some of the possibilities. [5]



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40' · Steel and aluminium

For transporting and tipping 40 ft aluminium silo containers, we offer a lightweight 40 ft aluminium tipping chassis as standard. [5] This maximises payload for intermodal operations without compromising stability and reliability. Are you transporting heavier loads? Then LAG still has the 40 ft steel tipping container chassis available in its range. These are built in both straight and gooseneck versions. [6]



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