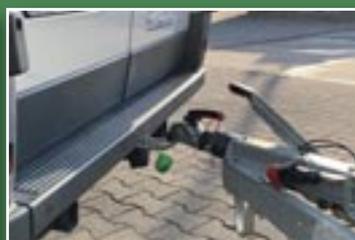




Accessories

for Motorhomes
and Vans

... made from steel, aluminium and experience



Made in G

Innovative accessories since 50 years

Established in 1969, Linnepe GmbH is a family-run supplier of steel and aluminium accessories for the motorhome and caravan market. But what many don't know is that Linnepe also provides products for trade, industry and disaster control. Our commitment to 'made in Germany' is driven by our devotion to uncompromising excellence and quality, fuelled by highly qualified staff that translate their years of experience into inspired Linnepe products.

Living life on the road is a passion that we as managers of the company share with many others. Our experiences, and that of our customers, flow into every Linnepe product to deliver perfection and performance in every detail.



GERMANY

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Andrea Hirsch-Linnepe and Nicolaus Hirsch



50 Years

Accessories for all campers – since 1969

With the completion of the 49th company year, in April 2018 the family business of Linnepe is now actually in the 50th year of business.

The Kurt Linnepe Production and Sales GmbH, founded in April 1969 by Kurt Linnepe was first located in Gevelsberg.

A company is writing history

At this time the company primarily offered levelling systems for caravans, sales and presentation vehicles.

Continuously the levelling systems known as QuickLock system, evolved until the early 1970s and revolutionized the market for vehicle props.

Until the late 90s, the QuickLift vehicle support probably was the most used vehicle prop in the European RV market.

bars and other equipment for their first series. Kurt Linnepe acted resolutely and constructed the first underride protection in the 80s that could be upgraded to a tow bar.

Developer of motorhome accessories

Inspired by the first successes with Bürstner and Hymer and the boom in the motorhome industry in the early 80s, Kurt Linnepe continued to develop systems specifically for motorhomes to improve their driving characteristics significantly and to increase driving safety.

So he and his team developed the first air spring for the Fiat Ducato, executed as an additional air suspension.

In collaboration with "ContiTech air suspension systems", they developed a special air suspension system for motorhomes on different chassis.

Even today, the company "ContiTech" produces these air springs with the Linnepe logo - though in constantly revised form, but always exclusively for Linnepe.



Trade fair booth of the young company at the 1974 Caravan Salon in Essen



Assembly of the Linnepe central tube chassis in 1986



1990 - Production process using modern welding robots

1969

In the 70s, the club meetings of the DCC were the network in which the still small industry met.

So it did not take long for Kurt Linnepe and Erwin Hymer to get into conversation.

Quickly, both noticed that they complemented each other excellently, because Hymer urgently needed vehicle components like underride protection, tow

1980

Legendary was also the first central tube chassis for motorhomes, that Linnepe presented in 1982: with an ingenious rear suspension concept, plenty of storage space on both sides in the underfloor area and a remarkable balance of weight.

At the Caravan Salon in 1999, Linnepe presented the first gas warning device "SopoAlarm" which

1990

of Quality



quickly established another branch of business in the company.

Today's TriGasAlarm is, so to speak the grandson of the SopoAlarm and probably applies as market leader in the field of gas detectors in Europe.

systems as well as manual, electromechanical and hydraulic vehicle supports for all common types of Motorhomes and much more.

The Linnepe brand has been synonymous with high quality accessories for motorhomes since 1969, and the Linnepe family made that mark - not only the name.



The next generation carries on the entrepreneurial spirit



Trade fair booth in Essen in 1999



Presentation of the modern product range at the 2016 Caravan Salon in Düsseldorf

1997

2000

2019

Quality has a name

Over the decades, the product portfolio for motorhomes and other vehicles has been expanded several times.

Today it includes numerous products such as towbars, carrier systems, air suspension systems, weight increasements, gas warning



The Co



Linnepe

Mission: Innovation, precision and quality

The groundwork on which our company is founded was laid by Kurt Linnepe 50 years ago with the development of a heavy-duty prop for disaster control.



Inspired by the founder's hobby of caravanning, the metalworking business soon developed into a company that not only supplied essential accessories for trade and disaster control but, along with it, innovative products for caravans and motorhomes. Working with Hymer, for example, Kurt Linnepe developed the first towbar for RVs and, in the eighties, pioneered the first air suspension for European motorhomes. Frame

extensions, racks ... – the list of innovative products is long and today continues to grow steadily in the second generation.

Technical Relief (THW) with support systems that require flawless performance at all times, in any disaster – even after hundreds of rescue missions. As a partner of Scattolini we fit tippers, flat beds and towbars for several different commercial vehicle chassis.

Our company is certified to the stringent standards of DIN EN ISO 9001:2015 in a certification process conducted not just once by an independent body, but is repeated annually, with a new certificate issued after each inspection, documentation and verification of compliance with the regulations. As our customer you benefit from our certification in that it demonstrates our firm belief in delivering the highest quality, together with a professional and friendly service. More than that, we ensure regular staff training and quality checks so all our products are guaranteed to work flawlessly in all instances.



extension, racks ... – the list of innovative products is long and today continues to grow steadily in the second generation.

The heart of our company beats for camping. Most of our staff regularly travel in motorhomes and so know what matters. This is reflected in the diversity and user-friendliness of our products. But not just campers benefit from the superior standards of our company. Linnepe also supplies the fire and rescue services and the Federal Agency for Tech-

Every day, countless people rely on products supplied by our company – which is why we've made it our mission to produce precision parts, superior quality and innovative accessories.



Made in Germany

One-stop design and construction

Success is no accident. We believe that innovative products of consistent high quality are developed most effectively if all units of the company work closely together.



In the Readers' Choice Awards of leading motorhome and caravan magazines we have consistently been voted in the top rankings for several years now – and it's fair to say that we are rather chuffed about it. Thank you to all our wonderful customers for your votes and support.

The Comp

Short paths and modern communication, planning and production methods enable us to ensure and maintain exceptionally high standards of innovation and quality in all our products. More than that, by combining design and production at our Ennepetal site, we can build effective changes and upgrades directly into our production after extensive testing. By the same token, it allows us to create custom solutions in any product group.

Several of these solutions that we developed for a variety of different industries are now standard in many areas. For example, motorhomes with Linnepe air suspension were first seen on the road in the eighties – back then they were pinnacle of comfort and have since been steadily advanced to the standard you enjoy today.

At various trade shows, we actively engage in dialogue with our customers to create new products or refine existing lines based on their input, designed to demonstrate every day what they were made for – superior functionality.



We utilise state-of-the-art CAD software to create products that stand the test even under the most difficult conditions – day after day.



Excellent service with speedy responses to customer requirements, including orders and delivery, are key to a 100% satisfaction rating. We guarantee short delivery times and superior quality across the range as staples of our service, through almost complete vertical integration and maintaining stocks at levels that ensure immediate availability of essential components.

And if you ever need a Linnepe spare part for your aging carrier, towbar or chassis components – contact us, we can help you out.



Chassis Te

The challenge of comfort driving



chnology

Comfort and safety wherever the road leads



Camping furniture, barbecue, clothes, supplies, fresh water – if you tour in a motorhome, chances are you will pack it to its maximum permitted weight (and sometimes over it!). But it's not just the payload that bears on the chassis and affects the driving dynamics, it's the weight of the whole body structure.

Driving at the limit

Motorhomes are, almost without exception, built on commercial vehicle chassis. The original suspension is designed to provide the best possible ride comfort and handling in both a laden and unladen state, not for the "constant load" of a motorhome body. Comfortable interior fittings and built-in equipment means that, in most vehicles, the difference between unladen weight and gross vehicle weight can be surprisingly small. As a result, the original suspension will sag in time under this constant load, leading to premature suspension fatigue. Worse still, the high centre of gravity of the motorhome makes it prone to significant swaying and body roll, thereby adding further to the immense load on the chassis. Suspension deterioration with progressive spring fatigue is a gradual process that will quickly breed a plethora of handling and safety worries, though you may not immediately notice any difference in travel comfort. This makes it paramount to spring into action well before the motorhome evidently suffers from sag.

Optimum driving safety and comfort

Safety and comfort while driving are important, more so the longer you plan to spend on the road. The original suspension of a motorhome is designed for payload and not necessarily comfort. Given that the average touring enthusiast, however, has higher standards of ride comfort than a stack of fruit crates,

Linnepe offers special spring systems for optimised driving dynamics. All our systems ensure the highest possible degree of safety, so you can enjoy a uniquely personal driving experience.

Auxiliary air suspension systems

Air springs fitted to the rear axle sit as secondary suspension between the original axle and the vehicle frame. The air pressure in the bellows can be adjusted to keep the vehicle level in response to changing loads, resulting in optimised front wheel drive traction, reduced side wind sensitivity and superior handling stability.

Progressive steel spring

Many motorhomes struggle with the weight of a body structure that puts extra strain on the front suspension system. This can all too quickly lead to fatigue in the original steel spring. We offer spring systems tailored specifically to the varying loads of a motorhome for the purpose of optimising ride comfort and safety.

Modifying the chassis by installing reinforced spring elements is one option to help even out load differences in the vehicle in consideration of the actual weight on the front and rear axles under differing load conditions. Our experienced chassis specialists can advise you on the right solution to meet your needs.



Made in
Germany

Chassis Te

CoilSpring front suspension

Front axle support

Built on standard commercial chassis, motorhomes are often seen to sit lower at the front. This goes not just for older models. Many new vehicles come with the same slight nose dip. Whilst this may be inconsequential for a transporter, it will make for an uncomfortable ride in a motorhome. The initial stress applied to the factory coil springs is already substantial given the weight of the motorhome. Bumpy rides on uneven surfaces therefore all too quickly cause the steel springs to reach their limits, translating into hard blows delivered to the body and the passenger area. Needless to say, the shocks will provoke premature fatigue of the suspension. In the long term, worn springs will produce a noticeable drop not only in ride comfort, but worse still, in driving safety.

More comfort, more safety

We offer a simple and straightforward solution for motorhomes with Fiat Ducato chassis that will enhance the comfort and safety of your vehicle. The Linnepe CoilSpring is a reinforced steel spring designed to replace the original spring on the strut, thus lifting the front by up to 80 mm, with maximised suspension travel. The higher preload placed on the spring significantly increases the spring deflection. The front axle is able once more to compensate for uneven roads, delivering enhanced ride comfort and safety.

The Linnepe CoilSpring is an affordable, low wear and maintenance free upgrade of existing springs and is easily installed by a professional mechanic. Special alloy steel ensures strength and flexibility for years to come.



Benefits of the CoilSpring system:

- ✓ **easy lifting of the front section**
- ✓ **more driving comfort due to increased suspension length**
- ✓ **cost efficient**
- ✓ **no maintenance, no wear and tear**
- ✓ **easy retrofitting in the workshop**
- ✓ **special steel alloy for continuous tension and flexibility**

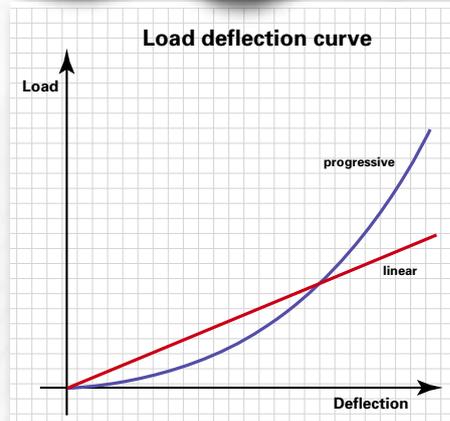
chnology

Progressive rate

Depending on the destination, RVs may not always be packed to the max, which is why our specialists have designed the steel spring with a progressive rate. The coil spring has an initial rate that lifts the front of the motorhome as required, giving a good amount of ride comfort in an unladen vehicle. With each individual coil spaced at increasingly larger gaps, the rate increases as the spring compresses, keeping the front of the vehicle up.

Proper installation of coil springs

Always remember to ensure correct axle loads when making changes to the chassis and, in a first step, determine the load conditions of a ready-packed vehicle. The Linnepe CoilSpring for the Fiat Ducato is available in two different designs, both delivering



the same level of comfort and long life. Please refer to the vendor information to find the right spring for your motorhome.



Without Linnepe front axle coil spring



With Linnepe front axle coil spring

CoilSpring Product Information:

Coil spring for front axle Model LCS 3.0

Ducato/Peugeot/Citroen 250/290 from YOM 2006 for front axle loads up to 1.849 kg

Coil spring for front axle Model LCS 4.0

Ducato/Peugeot/Citroen 250/290 from YOM 2006 for front axle loads up to 1.849 kg



Chassis Te

Air suspension for rear axle

Rear axle reinforcement

Rear axle reinforcement

Substantial rear overhang, rear storage compartment or a load carrier put a tremendous load on the rear axle. The Linnepe AirLift suspension is designed with the motorhome passenger and driver in mind, supporting the existing suspension for optimum driving safety and comfort. Auxiliary air suspension systems are ideal particularly for tail-heavy RVs or vehicles with a long wheelbase or rear overhang.

Linnepe builds on a long tradition of manufacturing auxiliary air suspension systems, with more than 30 years of experience since the design and construction of the first auxiliary air suspension system for motorhomes in Europe. You might say that Linnepe has produced the best-selling auxiliary air suspension system in the European market.



Perfect stance

Linnepe AirLift springs boast an impressive lift capacity, allowing the driver to adjust the rear to the correct ride height or to raise the entire back end for better ground clearance on inclines. The compressor (standard with AirLift Maxi) of the Linnepe auxiliary air suspension system can be conveniently operated 'on the fly' using the control unit on the dashboard to raise or lower the rear of the motorhome at the touch of a button.



Without Linnepe air spring



Correct level ride height with Linnepe air spring

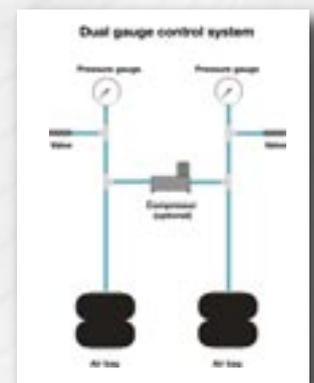
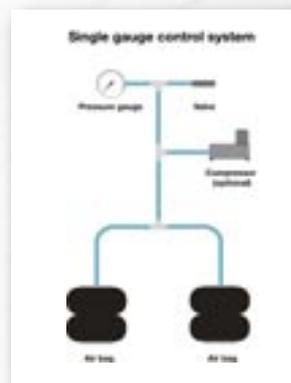
chnology



Single or dual gauge control system

The Linnepe AirLift is available as a single or dual gauge control system. Single gauge control systems work with a pair of air springs and include a single gauge panel (standard) with one needle for monitoring or inflating and deflating just the rear of your air bags, providing equal inflation of both auxiliary air springs. Dual gauge control systems, on the other hand, work with two individual air springs and a dual gauge panel, inflating each air spring independently with separate pressures. Dual gauge systems allow side-to-side adjustments to help stabilise off-centre or off-balance loads and to correct body roll, improving ride comfort and handling by adapting to varying loads. The Linnepe AirLift comes with single gauge control as standard while the AirLift Maxi is available with dual gauge control.

Needless to say that all systems are available on request as single or dual gauge systems, with or without compressor. Air springs without a compressor are inflated at a service station or using an external compressor (e.g. in the tyre inflation set of the base vehicle).



Entry-level solutions with single gauge control can easily be upgraded at any point to dual control in the same way as an integrated professional compressor can be retrofitted to replace external air spring inflation.

Chassis Te

Increase of permissible weight



Create payload reserves - increase permissible weight

For manufacturer of motorhomes and those interested in motorhomes, the focus is on the 3.5 ton limit, because this weight class offers a number of advantages. In addition to the weight restriction that many license holders are subject to, the 3.5 ton class has the advantage that these vehicles are subject to the traffic regulations for cars without any restrictions due to the prohibition of overtaking trucks and a maximum speed of 100 km/h.

Rear overhang, load carrier or fully loaded rear garage - if the weight of the body is added, the permissible weight limits are quickly reached. The real weight of their vehicle is often underestimated by motorhome owners. The load reserves are quickly exceeded by retrofitting accessories, etc. If the vehicle driver goes into a police check, there is a risk of a fine, and the vehicle may even have to be unloaded or left standing. It doesn't have to go that far: With a load increase, i.e. an increase in the maximum permissible total weight, the driver is on the safe side.

Determine the actual weight

The manufacturer of motorhomes enters the permissible total weight in the vehicle registration document for every motorhome. This specification defines the maximum permissible vehicle weight including payload and occupants. If the empty weight of the vehicle is deducted from the gross vehicle weight, the value for the maximum weight remains for additional accessories, passengers, luggage, etc. This weight is referred to as the payload and should not be exceeded. The manufacturer usually specifies a ready-to-travel curb weight in accordance with DIN EN 1646-2 - tolerances of five percent! are allowed with this information.

The first step should therefore be to drive the vehicle, packed and ready to travel, including the people traveling with you, on a scale and determine the actual total weight. Now it quickly becomes clear whether there are still reserves or should be increased to be on the safe side.

This is how it works

1. check availability

With your vehicle registration document, we will check whether there is a load report for the vehicle model. This specifies whether the axle loads or the permissible total weight can be increased. Just get in touch with our service staff. We will examine the possibility of increasing the payload for you.

2. Install air suspension

For the most common chassis, it is possible to increase the axle loads and the permissible total weight by installing a Linnepe air suspension. Depending on the vehicle type, an AirLift or AirLift Maxi additional air suspension system is installed.

3. TÜV approval and registration

Technical changes to the chassis must be approved by TÜV or DEKRA. After the assembly has been completed, the vehicle is presented to an inspector who checks the installation and parts or load reports and then issues a corresponding certificate for the registration office. This is an entry in the vehicle documents at the registration office.

Uprating options for your Motorhome with AirLift & AirLift Maxi

With the additional air suspension systems Linnepe AirLift and Linnepe AirLift Maxi, it is also possible to increase the axle loads and the permissible total weight of Fiat Ducato and vehicles with Euro chassis (Peugeot Boxer, Citroen Jumper) and motorhomes on MAN TGE chassis. An important prerequisite for

chnology

uprating is a corresponding charge report for your vehicle model. Please contact our service department for further information.

Overview of uprating options for leaf-spring Eurochassis			
Vehicle type	Maximum uprating		Product
	Rear axle (kg)	GVW (kg)	
YOM 1982-1994 Fiat/Peugeot/Citroen Typ 280/290			
Ducato 10, Boxer J5-1000, Jumper C25-1000	1480	2820	AirLift
Ducato 14 ⁽¹⁾ , Boxer J5-1400 ⁽¹⁾ , Jumper C25-1400 ⁽¹⁾	1950	3505	AirLift
YOM 1994-2006 Fiat/Peugeot/Citroen Typ 230			
Ducato 10, Boxer 1000, Jumper 1000	1750	3200	AirLift
Ducato 14, Boxer 1400, Jumper 1400	1900	3550	AirLift
YOM 1994-2006 Fiat/Peugeot/Citroen Typ 244			
Ducato 11, Boxer 1100, Jumper 1100	1750	3200	AirLift
Ducato 15, Boxer 1500, Jumper 1500	Unchanged	3500	AirLift
Ducato Maxi, Boxer 1800, Jumper 1800	Unchanged	3850	AirLift
YOM from 2006 Fiat/Peugeot/Citroen Typ X2/50 X2/90			
28 Light	1900	3100	AirLift Maxi
30 Light	1900	3300	AirLift Maxi
33 Light	2240	3850	AirLift Maxi
35 Light	2240	3850	AirLift Maxi
35 Heavy	2600	4000-4250	AirLift Maxi
40 Heavy	Unchanged	4400	AirLift Maxi

(1) Requires brake conversion kit to maxi version

Overview of uprating options for leaf-spring MAN TGE Chassis				
Front axle (kg)	Original		Maximum uprating (Axle load unchanged)	
	Rear axle (kg)	max GVW (kg)	GVW (kg)	Product
1800	2100	3000	3500	AirLift Maxi
2100	2100	3000	3500	AirLift Maxi
1800	2100	3500	3900	AirLift Maxi
2100	2100	3500	4200	AirLift Maxi
1800	2250	3500	4000	AirLift Maxi
2100	2250	3500	4200	AirLift Maxi
1800	2380	3880	4150	AirLift Maxi
2100	2380	3880	4400	AirLift Maxi
1800	2380	4000	4150	AirLift Maxi
2100	2380	4000	4400	AirLift Maxi

Uprating subject to sufficient load capacity of the wheel/tyre combination.
Uprating may vary depending on vehicle type.

Chassis Te

air suspension AirLift Maxi

engineered by
DRIVE RITE
AIR SUSPENSION SYSTEMS

AirLift Maxi – for heavy vehicles with single and twin tyres

If you need a little extra spring in your drive, Linnepe offers AirLift Maxi for maximum ride comfort and safe driving at an affordable price. The premium quality Linnepe AirLift Maxi systems are available as 6 inch or 8 inch options. With high volume bellows, the air springs won't buckle under any load. The AirLift Maxi is available as a dual gauge system with compressor.

Benefits of air suspension systems:

- ✓ **increased driving safety**
- ✓ **more driving comfort**
- ✓ **gentle suspension**
- ✓ **better steering behaviour**
- ✓ **supports the series spring**
- ✓ **100% maintenance free**
- ✓ **balancing of vehicles with unequal loading**
- ✓ **reduction of crosswind sensitivity**
- ✓ **assembly requires no changes to the chassis**

In contrast to mechanical steel springs, air springs systems are not subject to wear and so offer consistently high ride comfort – throughout the vehicle's service life.



chnology

Simple upgrade

All premium quality Linnepe AirLift systems come complete with all necessary parts. Most auxiliary air springs can be fitted without modifying the chassis, as their design allows for use of the factory drilled

holes. Each kit includes the required brackets, mounting parts and air lines so the system is ready for use once installed. We recommend installation by a qualified mechanic.



AirLift Maxi for:

Vehicle	Year of manufacture
Ducato/Peugeot/Citroen 230/244	YOM 1995–2006
Ducato/Peugeot/Citroen 250/290	from YOM 2006

Uprating (optional)

Available for Eurochassis Ducato/Peugeot/Citroen (depending on model – see information on page 17).



AirLift Maxi for:

Vehicle	Year of manufacture
MB Sprinter/VW LT <i>with single /twin tyres</i>	from YOM 1996
MB Sprinter/VW Crafter <i>with single /twin tyres</i>	from YOM 2006



AirLift Maxi for:

Vehicle	Year of manufacture
Ford Transit <i>with single /twin tyres</i>	from YOM 2004



AirLift Maxi for:

Vehicle	Year of manufacture
MAN TGE / VW Crafter	from YOM. 6/2017

Uprating (optional)

see information on page 17

Chassis Te

air suspension AirLift

AirLift – for all popular vehicle types with single tyres

The Linnepe AirLift system is engineered with rolling lobe air springs designed in collaboration with leading vibration control specialist ContiTech for use with motorhomes.

Linnepe AirLift is an economical single gauge system without compressor for motorhomes with a gross vehicle weight of up to 3,850 kg. Optionally, the AirLift is available as a dual gauge system or with compressor.

Benefits of air suspension systems:

- ✓ **increased driving safety**
- ✓ **more driving comfort**
- ✓ **gentle suspension**
- ✓ **better steering behaviour**
- ✓ **supports the series spring**
- ✓ **100% maintenance free**
- ✓ **reduction of crosswind sensitivity**
- ✓ **assembly requires no changes to the chassis**



AirLift for Eurochassis:

Vehicle	Year of manufacture
Ducato/Peugeot/Citroen 280/290	up until 1994
Ducato/Peugeot/Citroen 230/244	1995 – 2006
Ducato/Peugeot/Citroen 250	from 2006

Uprating (optional)

Available for Eurochassis Ducato/Peugeot/Citroen (depending on model – see information on page 17)



AirLift for MB and VW:

Vehicle	Year of manufacture
MB Sprinter/VW LT with single tyres	from 1996
MB Sprinter/VW Crafter with single tyres	from 2006

chnology



Vintage motorhome and uprating - is that possible?

Well-maintained motorhomes often reach a great age. Many appreciate the nostalgia and robust technology that can be found in older vehicles. A registration as a historic vehicle is sometimes a good way to move around in environmental zones without a fine dust sticker.

Do not lose the H license plate

Anyone who is at the weight limit of their vintage motorhome is faced with the problem that there are no longer many manufacturers who can supply suitable accessories with which an increase is possible. In the relevant years, many motorhome manufacturers built up on the basis of Fiat Ducato / Peugeot / Citroen 280/290 up to 1994. Our company is one of the few companies that can still supply contemporary accessories for this base.

Thanks to the long tradition of AirLift systems, we are therefore able to equip vehicles with historical license plates with additional air suspension. As early as the 1980s, in collaboration with ContiTech, we developed the first air spring for the Fiat Ducato, desi-

gned as an additional air spring. The AirLift auxiliary air suspension is still available in the same version and is classified by the testers as a contemporary accessory.

Big advantage: A motorhome that is equipped with our additional air suspension does not lose the requirement for the H license plate. Our service team will be happy to advise you.

Leaf suspension support for all older vehicles

Not only owners of vintage motorhomes benefit from additional air suspension. Especially in older vehicles, the leaf springs on the rear axle have lost tension due to the heavy weight of the structure and are sagging. This can easily be changed with an AirLift additional air suspension. It is installed parallel to the existing original leaf suspension and brings the vehicle back to a safe level - at a fair price-performance ratio.

Stabiliser

On-site stability



Jacks

Steady legs with stabiliser jack systems

Great suspension takes the backache out of driving, only to be a pain off the road. Good quality stabiliser jacks are designed to reduce the bounce and so take the headache out of stabilising your motorhome.



Manually ...

Stabiliser jacks come with a manual crank or with electric or hydraulic lift. The economical manual jacks are fitted behind the rear axle and steady the vehicle in no time.

Ideally, the jacks should have a safety mechanism to ensure that they automatically fold either forwards or back if they are still on the ground when the vehicle is moved, to avoid damage to the chassis or support.

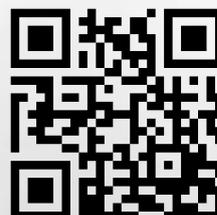
... or with some help

If crawling around on wet ground to crank manual jacks under the vehicle is a bit of a chore, you may want to opt for an electric or hydraulic stabilising system. Electric jacks are relatively easy to retrofit to your motorhome, with two or four jacks mounted to the chassis and connected to the on-board power supply. The jacks can be conveniently operated from inside the vehicle or via remote control. A set of 4 jacks provides maximum stability on the pitch and will also automatically set your motorhome in a level

position. That said, the lifting capacity of electric systems is limited given that the power draw increases with the weight lifted and so would require quite a large cable cross-section. They therefore work best with motorhomes that have a max. total weight of 5 tons.

Hydraulic jacks are the most convenient option. The system operates using hydraulic fluid pumped from a reservoir to the jacks, which are automatically extended at the push of a button on the control unit and will level your vehicle within minutes. The hydraulic stabilising system is a little more complex to install, but depending on the system, the jacks are strong enough to lift a weight of up to 20 tons.

What is more, Linnepe has specially configured the software of all electric and hydraulic stabiliser systems so the jacks only run in pairs, thereby preventing frame twist while levelling the vehicle. Not only will this protect the chassis and indeed the entire body structure from damage, it will actually also help to prolong the life of your motorhome.



To see the various jack systems in use, simply scan the QR code or watch the video at www.linnepe.eu.

Stabiliser

Manual system QuickLift

Rock steady at rock bottom cost

The progenitor of every manual jack for the motorhome was designed and developed by Linnepe back in the Eighties. Launched as "QuickLift", the system has obviously evolved since the early days, but one thing remains the same: Your motorhome will stand



firm in just a few quick steps.

The manual version of the QuickLift jack is an economical solution to lift and stabilise the rear of your vehicle in no time. Jacks always come in pairs and are easy to retrofit thanks to specially made brackets designed for every type of chassis. Thanks to a patented mechanism, the QuickLift jacks swing down within seconds of arriving on site, before the vehicle is stabilised with a few quick turns using the key supplied to operate the precision drive system. You won't find a faster manual system in the market today.

Safety included

It can happen so quickly – we're in a rush to get to the next pitch and forget all about the jacks. Well, now it's no big deal with the Linnepe QuickLift! With an integrated safety mechanism, the stabilisers will automatically fold up either forward or back to prevent damage to the jacks or chassis.



Precision in every detail

We have manufactured QuickLift jacks at our Ennepetal site for more than 40 years. Fitted to the rear, they are constantly exposed to spray and often have a tough job to do not only when levelling the vehicle. Salt water, dust, dirt, debris – every time the motorhome moves, the jacks are exposed to potential damage, and yet they must perform flawlessly. Not only are all our jacks precision engineered to exact specifications, each component is also meticulously inspected and tested repeatedly by trained eyes before they leave our factory. This is our assurance to you that all our products are guaranteed to be free from defects to ensure flawless functioning for as long as your motorhome is on the road.

Benefits of the QuickLift jack:

- ✓ **low-cost, mechanical system**
- ✓ **easy retrofitting due to special vehicle adapters**
- ✓ **patented mechanism for fast panning and stable alignment**
- ✓ **emergency panning-mechanism protects vehicle and jack from greater damage**

Tacks



All our products must meet strict standards. In order to guarantee consistent premium quality, each component is comprehensively checked for quality and functionality by our experienced specialists.



Made in
Germany

Product information QuickLift:

- Maximum capacity per jack: 500 kg
- Maximum stroke: 500 mm
- Required installation height: approx. 200 mm
- Total weight: approx. 8 kg
- Supplied in pairs incl. operating key
- Suitable brackets for most popular motorhomes

Stabiliser

Electric system AutoLift

Automatically stable and level

If all you want is to arrive at your destination without having to face the hassle of manually stabilising your motorhome, especially when the weather has taken a turn for the worse, the Linnepe AutoLift will help straighten you out at the push of a button.

Four strong motors let you stabilise your vehicle with just one push of a button and, what's more, automatically (depending on the stroke of the jacks) get it in a level position. No more fuss with ramps and trying to manoeuvre the motorhome onto levelling devices. The Linnepe AutoLift jack system is galvanised for durability, with waterproof motors, and comes with two jacks for stabilisation of the rear or, for enhanced comfort, as a set of 4 jacks. The 12V jack system can be retrofitted to all popular vehicle chassis, all it needs is a clearance of around 33 cm to deploy the jacks.

Just a quick ...

As a set of 4, the Linnepe AutoLift system is designed for maximum convenience. Each jack can lift a weight of 2,000 kg. After that first push of the button on the control unit, the system does the rest all by itself, quickly and automatically lowering the four jacks to get your motorhome in a level position. This process can be controlled manually or automatically (4 jack system only), but in either mode, the system will get any vehicle up to a maximum permissible weight of 5 tons perfectly level and stable in next no time (unless pitched on quite a slope). Thanks to the intelligent control system, the jacks always operate in pairs to prevent twisting the frame as a result of uneven lifting and so cause damage to the vehicle body.

... push of the button

With the control unit switched to ON, you can conveniently start the automatic levelling process or retract the jacks using the remote control. All other functions can only be activated via the control unit.



Safety first

For your own safety, the jacks can generally be deployed only with the hand brake engaged. If the hand brake is released or ignition switched on with the jacks still on the ground, a warning signal will sound as a reminder, so you can retract the jacks before setting off.

In case of a power cut, the AutoLift system can also be operated manually.

Benefits of the AutoLift levelling system:

- ✓ **Powerful 12-V-System**
- ✓ **Can be assembled as 2- or 4-jack system**
- ✓ **2 tons of lifting capacity per jack**
- ✓ **For all common motorhome chassis**
- ✓ **2-jack system for rear-stabilisation**
- ✓ **4-jack system brings all vehicles up to 5 tons into level automatically**
- ✓ **Chassis-protective lifting due to controlled extension of the jacks**

Jacks



Easy retrofit

Next to the jacks, the AutoLift kit includes the ready wired central box, the control unit, the remote control and all required cables. The extensions in the kit increase the length of the jacks in small increments from 300 mm up to 420 mm. The stroke remains unchanged at 180 mm.

AutoLift jacks are quick and easy to retrofit to almost any motorhome using the universal adapter. Please make sure to specify your car body manufacturer, type designation and chassis manufacturer when ordering the kit. Our expert will check for special adapters for your vehicle that will make light work of your job.



Product information AutoLift:

- Capacity per jack: 2.000 kg
- For vehicles with a max. weight of 5,000 kg
- Maximum stroke: 180 mm
- Max. power input: 12 A
- Total weight: approx. 49 kg
- Temperature range: -20 °C to +50 °C

Configuration

AutoLift set of 4
automatic levelling system with four jacks

AutoLift set of 2
rear support system with two jacks

Stabiliser

QuickLift Hydraulik

Easy levelling of heavy loads

No matter where you go, the pitches are hardly ever level, are they? So you face the same old routine trying to park your motorhome: chocks and ramps come out, are put in place and then you manoeuvre the vehicle until it's reasonably level. Next, you get the jacks down so the motorhome won't rock. And soon it's off to the next pitch and you have to do it all over again.

No fuss pitching

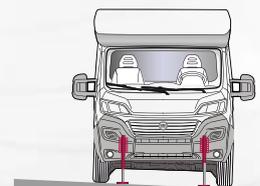
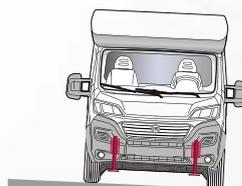
The Linnepe QuickLift hydraulic system takes the hassle out of getting your motorhome in a level position. It consists of four jacks, pump, oil reservoir, hydraulic hoses and an electronic control unit. With a tap on the control panel in the vehicle, or via remote control app on your smartphone, the system automatically extends the four hydraulic jacks.



Levelling of the longitudinal axis

By the lifting power of the four supports the motorhome gets leveled in the longitudinal and transverse axis within about 2 minutes. This can be done manually or with the integrated inclinometer, of course, fully automatic.

Due to the hydraulic system, depending on the model, up to 4,200 kg per jack can be moved. That's enough to get an 8-tons vehicle into level. The levelling of the vehicle operates as well as with the electromechanical system, chassis-protective. First, all the supports will be extended up to ground contact, then the vehicle gets into final position by moving a pair of jacks each. The supports do not swing, they only move vertically. In the outdoor area are neither contacts nor other electronic components, which would be endangered by water or corrosion.



Levelling of the transverse axis

Jacks



Another highlight of the Linnepe QuickLift hydraulic lift support system is the electronic control. A sensor registers each movement of the vehicle during the levelling operation. This allows a minimum levelling height. The motorhome stands perfectly in the horizontal within shortest time.

For your safety

For your safety, the supports can only be operated when the ignition is switched off. When the ignition is switched on, an alarm sound sets off and the supports are immediately and automatically moving up. In the event of a board electrics failure, the system has a hand pump that allows easy retraction of the supports. The manual pump is standard on every pump unit.

Benefits of the QuickLift hydraulic levelling system:

- ✓ **Horizontal and stable in about 2 minutes**
- ✓ **Always ready for immediate use**
- ✓ **Easy to use with control panel in the vehicle**
- ✓ **Remote control via smartphone app**
- ✓ **Full-automatic, semi-automatic and manual levelling possible**
- ✓ **Maintenance-free**
- ✓ **Oil tank directly on the pump to save space**
- ✓ **Jacks coated and durable resistant to corrosion, stone impact, moisture and dirt**
- ✓ **Stainless steel plates**
- ✓ **Manual pump as standard with every unit**

Stabiliser

QuickLift Hydraulik

Smart controlled

The hydraulic levelling system can be used via a modern control panel, firmly installed in the vehicle. With a tap the system automatically lifts the vehicle in the horizontal. Alternatively, the hydraulic cylinders can be moved manually for example to support you loading a carrier. It is even smarter to control the system via smartphone app.

The representation on the Smartphone is identical to the control



panels layout. With the app, controlling the hydraulic levelling system from outside the vehicle is made simple.

Easy retrofit

If you are thinking about getting hydraulic jacks, make sure to check under your vehicle first to ensure there is sufficient ground clearance to fit the jacks. The jacks come in different lengths and in single-acting or telescopic version. Installing the hydraulic QuickLift jacks may be a little more complex than electric ones, but the extra convenience you get easily makes up for it.

The jacks of the Linnepe QuickLift hydraulic system are fitted without welding with special for the respective vehicle and body types mounted adapters, attached to the load-bearing points of the chassis.



Jacks



Size and stroke QuickLift Hydraulik:

Vehicle weight/ Jack type	Capacity per jack	Min. length (mm)	Max. length (mm)	Piston travel (mm)
up to 6 t/double-acting	approx. 2 t	366	726	360
up to 8 t/single-acting	approx. 4.2 t	500	860	360

Configuration

4-jack system, fully automatic levelling, optional manual levelling, pump with oil tank and additional hand pump, hydraulic hoses, control box with cable and control unit, control unit with "Bluetooth on Board" for smartphone control

For vehicles up to a maximum permissible weight of 6 t with 2 t double-acting telescopic cylinders (approx. 42 kg)

For vehicles up to a maximum permissible weight of 8 t with 4.2 t single-acting cylinders (approx. 59 kg)

Racks and

Easy transport of heavy loads



More freedom at your destination with a carrier

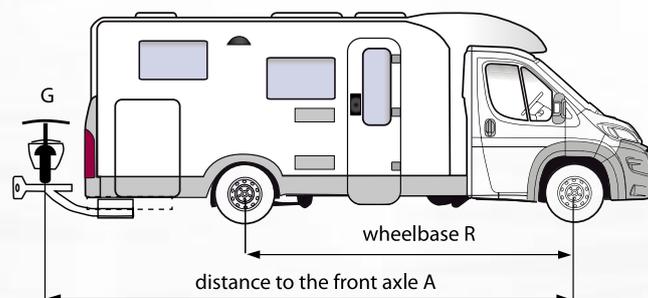
Your motorhome is all set up on a lovely pitch – now it's time to go and check out the area. More and more motorhome owners use a motor scooter or e-bike for this, allowing them to explore the city and its surroundings without hassle or parking problems. This additional load is best transported on a special rack or carrier.

It is a good idea, however, to consider a few things before buying a carrier.

The weight issue

A carrier, together with the load it carries, will significantly alter the vehicle's weight ratios. The motorhome should therefore be ready packed first and weighed on calibrated scales to establish its actual gross weight as well as the front and rear axle loads. A quick check of your registration certificate will then give you the payload you have left. To calculate if this is enough, you can use a simple formula that

$$H = \frac{G \times A}{R}$$



includes the lever arm of the additional load projecting out to the rear: Weight of the scooter including carrier! (G) multiplied by the distance to the front axle (A) divided by the wheelbase (R). The result gives you the additional rear axle load (H).

Let's assume the weight of the carrier with scooter is 150 kg, the wheelbase is 320 cm and the distance of the carrier to the front axle is 470 cm, the additional rear axle load will therefore range at around 220 kg. The same formula can actually be used to calculate transport in rear stowage compartments. If it's all

carriers

getting a bit tight, you might want to see whether your vehicle model can be updated. Keep in mind that the shift in centre of gravity this far to the back will take the load off the front axle. This is usually accompanied with some considerable disadvantages in terms of driving security, especially if your vehicle is front-wheel drive; more so, it might lower the weight on the front axle to below the required minimum. This problem can easily be solved by fitting an auxiliary air suspension system (page 12) to the rear axle, which will lift up the rear of your loaded vehicle and move the centre of gravity further back to the front.

Check the frame conditions

Next, you want to check whether your motorhome frame is generally suitable for a scooter rack. Our

experts have access to a large number of databases containing the most popular European motorhome models with their equipment and installations. This allows us to find out quickly which add-on parts are required and so determine whether you will need a frame extension.

Parked in the garage

If you have a large garage compartment, your two-wheeler can also be kept safe and clean in there. This leaves you with the challenge of getting it in there and securing it properly. The most convenient solution is a ramp system that slides out like a drawer and tilts down. The scooter is simply wheeled onto the ramp and once secured in place, the spring-assisted ramp can be lifted without great effort and slid back into the garage.



Racks and

Easy transport of heavy loads

Aluminium over steel: high capacity – low weight

Most motorhome owners quickly realise that their vehicles are not exactly generous in terms of payload to accommodate a rack. This is where lightweight

yet robust aluminium racks come into their own, offering a less weighty alternative to steel that is no less tough.

There are many advantages to be derived from developing and manufacturing products locally. Our design engineers are able to select the best possible materials for the job and know exactly where to shave off more weight to produce strong and sturdy racks without compromising on stability and efficiency. All Linnepe carriers and rack systems are removable, and almost invariably made of saltwater resistant aluminium, so you'll find them to be some of the



lightest systems in the market, providing you with the perfect combination of minimum weight, maximum stability and total convenience.

Aluminium racks have a strength to weight ratio superior to steel. With a load capacity of up to 200 kg Linnepe rear mounted racks are true all-rounders. Unlike other rack systems supplied as motorhome accessories, our racks are available as universal mounting kits so they can be used just as conveniently on any new vehicle as on your current motorhome. Linnepe racks come with EC type approval, which makes registration and MOT inspection superfluous and saves you a trip to the registration office.

Consistently advanced design

Motorhome manufacturers tailor their floor plans to reflect customer expectations, meaning that they are broadly similar and return year after year. For many motorhome buyers, therefore, the ultimate deciding factor comes down to design. Unfortunately, however, most accessory manufacturers are more concerned with the functional aspects of their products, which explains why these accessories often seem to blemish the appearance of the motorhome. Linnepe racks and carriers, by contrast, are consistently crafted to match the design features of modern motorhomes, bringing you the perfect combination of form and function. Thanks to their aesthetic style, the racks look less like an afterthought and more like a deliberate part of your motorhome.

Solution extends to vans

Scooter racks for van based motorhomes need to be designed so as not to obstruct the rear doors and impede access to the gas cylinders, cassette toilet and storage compartment. Our specially designed racks for vans feature a modern design that blends vehicle and rack into an elegant and coherent whole.

carriers

Make light work of heavy bikes

There's no doubt that electric bikes are on the up and up. Their design, however, makes them heavier than their pedal-powered cousins and often therefore a bit too much for rear mounted racks. This raises the question of how best to transport this weight added to the motorhome.

All Linnepe racks and carriers are designed not only to carry a scooter but can also be upgraded or modified for bike transport. This has the huge advantage that you can tote heavy loads as you please. Whereas rear mounted carriers are rated at around 50 kg on average, our racks won't buckle even under weights of 100 kg or more. So now there's nothing to stop you from transporting several e-bikes or scooters and bicycles (except, of course, your vehicle's payload limit). What is more, the rack platforms are so low that you won't risk putting your back out trying to lift the bikes on and, better still, you can easily push them up a ramp.



Made in
Germany



Please contact your motorhome manufacturer about load limits for rear racks. These limits will reduce the maximum load of the rack accordingly even if the racks have higher load capacity.

For maximum flexibility, all of our carriers are equipped with quick-release fasteners. This means that the racks can be removed in no time when not in use. Ideal for reduced vehicle length and weight.



Racks and

Findus

The lightweight modular rack system

Motorhome racks today are no longer used just for scooters. Bicycles are much easier to strap on at a convenient "working height". In addition, the racks are designed to carry significantly heavier weights than normal bike carriers fitted to the body and let you transport several bikes, and even e-bikes, without running the risk of slacking fixtures or brackets snapping off. We have designed the Linnepe Findus rack system as a modular concept that delivers enhanced flexibility, careful to meet user expectations and offer customised solutions for any purpose.

High capacity – low weight

As with all our products, our many decades of experience in rack design have been brought to bear in the development of Findus. Deliberate use of specific materials has enabled us to devise a perfectly executed rack system with models as light as around 27 kg – yet offering a load capacity of up to 150 kg. Our rack system is quick and easy to remove and comes in four different models. The Findus fits all popular motorhomes with a sturdy frame extension and/or Alko chassis. Needless to say, we will also be glad to upgrade your motorhome if it needs a (sturdy)



frame extension. The Findus kit comes complete with all parts including brackets, fixtures, lamp holders and EC type approval, which means no further registration issues.

The right rack for everyone

What makes the Findus even more interesting is its flexibility. The rack system is available in two depths for different purposes. Based on your model, this lets you carry everything from one scooter to four bikes. And if at some point you decide to take more, our modular rack concept allows you to adapt your system at any time.

carriers



Product information Findus:

Lightweight aluminium rack for one scooter, complete with ramp

Weight: approx. 28 kg*

Capacity: approx. 150 kg

Dimensions: approx. (W x D): 2000 x 490 mm



Product information Findus 2.0:

Lightweight aluminium rack for two bicycles, complete with 2 wheel mounts

Weight: approx. 27 kg*

Capacity: approx. 80 kg

Dimensions: approx. (W x D): 2000 x 490 mm



Product information Findus 4.0:

Lightweight aluminium rack for four bicycles, complete with 4 wheel mounts

Weight: approx. 30 kg*

Capacity: approx. 150 kg

Dimensions: approx. (W x D): 2000 x 710 mm



Product information Findus Pro:

Lightweight aluminium rack for the transport of up to two bicycles and a scooter, complete with loading ramp and 2 wheel carriers

Weight: approx. 35 kg*

Capacity: approx. 150 kg

Dimensions: approx. (W x D): 2000 x 710 mm (710mm = max. Loading depth that is available for loading)

*Weights without vehicle-specific adapters

Product images in the catalogue may show optional accessories; all images and descriptions are up to date; however, we reserve the right to make technical changes.



All racks are supplied complete with the required fittings for a scooter/motorcycle or bicycles. Please contact your motorhome manufacturer about load limits for rear racks. These limits will reduce the maximum load of the rack accordingly even if the racks have higher load capacity. Installation of a rear rack will reduce the vehicle's ground clearance.

Racks and

Scout

Pure style, low weight

One look at the Linnepe Scout rack and it's easy to see why a true classic stands out all on its own. The clear design line delivers a compelling combination of high-tech aluminium crafted with purity of style and a humble weight of only 39 kg for universal applications.

Full features for a scooter

The aluminium light strip design features impact-resistant polymer components which, combined with saltwater-resistant aluminium, makes the Scout a highly versatile rack offering a capacity of 150 kg with all the conveniences you could want. As a standard model, the Scout is suitable for transporting a scooter and comes complete with all parts including bracket, 2 chocks, 3 tension belts, abrasion resistant coating, ramp and EC type approval.

The removable rack system fits all popular motorhomes with a sturdy frame extension. Needless to say, we will also be glad to upgrade your motorhome if it needs a frame extension.



Product information Scout:

Aluminium rack for one scooter, complete with 2 chocks, 3 tension belts, abrasion resistant coating and 1 ramp

Weight: approx. 39 kg*

Capacity: 150 kg

Dimensions: approx. (W x D): 2000 x 550 mm

Upgraded: Plus two bicycles

The bike support 'Plus' quickly upgrades the rack for transport of up to two bikes in addition to a motorcycle or scooter.

Product information bike support Plus:

Enables transport of 2 bikes and one motorcycle or scooter, includes 2 tracks and 2 support arms

Capacity: 25 kg

Weight: approx. 6 kg

*Weights without vehicle-specific adapters



carriers

Porto

All-round talents at an attractive price

Motorhome owners know and appreciate us for our ultralight yet robust aluminium racks. Thanks to the ingenious combination of materials of different strengths we have managed to cut the weight of our premium racks to a bare minimum without compromising on stability.

Our new Porto rack was developed using a blend of steel and aluminium to incorporate the best of both worlds. This has allowed us to achieve a clever compromise between material and price. If you are looking for an inexpensive rack and do not need to 'watch your weight' to keep within the payload limit, you are guaranteed to find the Porto a suitable companion.

Everything a rack needs

Combining a powder coated steel base with aluminium attachments means that, at around 41 kg, the rack may weigh in a little heavier than its lightweight aluminium counterpart, but it has everything a motorcycle rack could need. Delivered in the customary high quality that Linnepe is known for.

The rack is easy to mount with pre-assembled parts. All supporting parts are made of steel to offer maximum load capacity whilst all movable parts are made of aluminium, making them easy to handle in everyday life. The mounting is remarkably simple. Fit the holding fixtures to the chassis (requires availability



or retrofitting of a sturdy frame extension), slide in the supporting tubes with quick-release connectors, position, drill and attach the light strip, do the same with the track – done!



The Porto fits all popular motorhomes with a sturdy frame extension.

Product information Porto:

Steel/aluminium rack for one scooter, complete with 2 chocks, 3 tension belts, abrasion resistant coating and 1 ramp

Weight: approx. 41 kg*

Capacity: 150 kg

Dimensions: approx. (W x D): 2000 x 650 mm

**Weights without vehicle-specific adapters*



Please contact your motorhome manufacturer about load limits for rear racks. These limits will reduce the maximum load of the rack accordingly even if the racks have higher load capacity. Installation of a rear rack will reduce the vehicle's ground clearance.

Racks and

XtraFold

Attractive - light – foldable

Linnepe load carriers are a perfect combination of the lowest weight and maximum durability providing full comfort. This also applies to our foldable carrier system for motorhomes. When developing our Xtra-Fold load carrier, the material combination of both steel and aluminum resulted in a particularly well balanced, foldable system which enabled us to reduce the overall carrier weight down to 39 kg – and at the same time offering a payload of up to 150 kg.

The Linnepe XtraFold is mounted directly onto the chassis and is suitable for the transport of scooters and small motorcycles. A trailer coupling is not required for mounting the carrier - but the combination is possible.

Simply fold

If the XtraFold is not loaded, the platform can simply be folded up. This reduces the vehicle length including the carrier by approx. 40 centimeters. Not only does this save length on parking space and ferries, etc, but is also extremely practical when driving. If the XtraFold is not required, it can be removed swiftly without the use of any tools and in just a few simple steps.



carriers

Simply retrofit

A ramp is included in the scope of delivery, which is attached to the carrier to save space. This means that a scooter or light motorcycle can be loaded in no time at all.

The XtraFold is available for all common motorhomes with a load-bearing frame extension and/or Alko chassis. We can of course retrofit mobiles that do not have a (stable) frame extension. The delivery takes place as a complete assembly unit with bracket, fasteners, lamp holder and EC type approval. Registration of the carrier is therefore not required.



Product information XtraFold:

Foldable load carrier made of steel and aluminum for the transport of a scooter. Complete with 1 ramp, bracket.

Weight: approx. 39 kg*

Capacity: 150 kg

Dimensions: approx. (W x D): 2000 x 600/300 mm

**Weights without vehicle-specific adapters*



Please contact your motorhome manufacturer about load limits for rear racks. These limits will reduce the maximum load of the rack accordingly even if the racks have higher load capacity. Installation of a rear rack will reduce the vehicle's ground clearance.

Racks and

SlidePort and Trigger

The unbeatable duo for vans

The Trigger and the SlidePort are two very popular racks that look exactly the same and lend themselves for use with van based motorhomes, and since the support bars are not cranked, the racks are just as perfect a fit for motorhomes with high chassis.

If you don't mind unloading the two-wheelers whenever you want to get into the back of the van, the Trigger is just the right rack for you. What it lacks in convenience, it more than makes up for in weight and price. The SlidePort is the advanced sibling of the Trigger, with an integral sliding function.

About that quick access...

The popularity of the Bokster speaks to the importance which our customers attach to retaining access to the back despite a loaded rack. As an



equally stylish solution made entirely from aluminium, the SlidePort platform rack slides just as easily to the side, even when loaded to the max with a cool 170 kg. This clears the right rear door for easy access to the loading compartment, gas cylinders or cassette toilet. But that's not all the SlidePort has to offer.

Secure transport on the platform

Scooters travel in style on the smart looking platform of the Trigger and SlidePort. Secured with handlebar strap and additional belts, the two-wheeler is held firmly in place – entirely without support bracket. This has the major advantage that it provides quick access to both rear doors. The racks are designed to allow full use of the doors when unloaded – with no significant effect on the vehicle's ground clearance. Both rear doors therefore remain fully accessible with the rack fitted. The platform features the typical Lin-



carriers

nepe slot system for effortless anchoring of the two-wheelers (and everything else you want to take). Alternatively, the platform can be upgraded with the bike support Plus for transport of a scooter and two bicycles.

Easy to load ...

A top-notch rack obviously needs a sophisticated ramp to load the rack. While the rail of the Trigger is fitted to the top of the rack, our design engineers have developed a somewhat more functional solution for the SlidePort, ensuring tidy storage

of the ramp. When not in use, it disappears in a drawer.

... easy to remove

As all our Linnepe racks, the Trigger and SlidePort are easy to remove. Thanks to special quick-release connectors on the vehicle, the platform racks readily detach without tools. The racks fit all popular vans (Fiat Ducato, Peugeot Boxer, Citroen Jumper, Mercedes Sprinter).



Product information Trigger:

Aluminium rack complete with 4 tie-down rings, handlebar strap, 2 tension belts at 2 m, 2 tension belts for the wheels and 1 ramp

Weight: approx. 51 kg*

Capacity: 170 kg**

Dimensions: approx. (W x D): 1900 x 650 mm

Product information SlidePort:

Sliding aluminium rack complete with 4 tie-down rings, handlebar strap, 2 tension belts at 2 m, 2 tension belts for the wheels and 1 ramp

Weight: approx. 59 kg*

Capacity: 170 kg

Dimensions: approx. (W x D): 1900 x 650 mm



Product information bike support Plus:

Enables transport of 2 bikes and one motorcycle or scooter, includes 2 tracks and 2 support arms

Weight: approx. 6 kg

**Weights without vehicle-specific adapters*

***Possibility to increase the payload up to 200 kg*



Please contact your motorhome manufacturer about load limits for rear racks. These limits will reduce the maximum load of the rack accordingly even if the racks have higher load capacity. Installation of a rear rack will reduce the vehicle's ground clearance.

Racks and

GiroVan

Foldable e-bike carrier for panel vans

At Linnepe we maintain very close contact with the camper van industry. By regularly exhibiting at trade fairs, and with the constant support of our service department, we listen carefully to our customers' requests and suggestions, and we incorporate their valuable contributions into our product developments. Recently, one of the main customer wishes was a foldable bike rack that could easily shoulder the loads of e-bikes, but that would take up as little space as possible at the rear when not in use. This was ultimately required to maintain the vehicle length as short as possible and for the vehicle to be easily maneuverable at all times.

The solution to many requirements

In our experience, bike carriers for panel vans must have some critical properties so as to not restrict life in the motorhome. This includes the following questions: can the rear doors still be opened despite the load on the carrier? how high must the wheels be lifted on the carrier? and can a trailer hitch be fitted if necessary? The answer to all these questions is always Linnepe GiroVan !



The GiroVan has an elegant design and impresses with its elegant LED light bar. It is designed for the transport of two e-bikes and is mounted directly onto the chassis. With an expansion kit, up to four bicycles can be transported (max. 80 kg). The Linnepe GiroVan is the solution for the transport of several bicycles or heavy e-bikes where a typical tailgate carrier could not normally withstand the load.



carriers

Just load, and swing ...

Loading bicycles or e-bikes onto the carrier is made very easy indeed with the GiroVan, because they only need to be raised up to knee height - loading is child's play!

And particularly practical: the carrier, whether loaded or unloaded, can be swiveled completely to the side by way of a purposely designed solid swivel joint. This gives free access to both rear doors and they can be opened completely without the need for a support wheel.



... just fold away

The GiroVan can be easily retrofitted to all panel vans with Eurochassis. A trailer coupling is not required for assembly - a combination is possible.

If the e-bike carrier is not loaded, it can be folded up without using tools. This makes the vehicle about 40 centimeters shorter in length. Not only does this save length on parking space and on ferries, etc, but is also extremely practical when driving. If it is not needed, the e-bike carrier can be removed swiftly in just a few simple steps, also without the use of any tools

Product information GiroVan:

Foldable load carrier for the transport of two bicycles or e-bikes, bracket, 2 guide rails and 2 holding arms

Weight: approx. 47 kg*

Capacity: 80 kg

Dimensions: approx. (W x D): 1750 x 630/380 mm

**Weights without vehicle-specific adapters*



Please contact your motorhome manufacturer about load limits for rear racks. These limits will reduce the maximum load of the rack accordingly even if the racks have higher load capacity. Installation of a rear rack will reduce the vehicle's ground clearance.

Racks and

SmartRack and SmartRail

SmartRack – off into the rear garage

The safest place to keep your scooter or high-value bicycles is obviously the garage compartment of your motorhome – if it has one. For convenient storage, it is worth investing in a decent slide system that pulls out easily and can be lowered for loading. A primary aspect to consider is a flat slide design so you lose minimal height in the already compact garage. Our SmartRack is designed to lower down right over the garage doorframe – and, for good measure, features a back-friendly support system to help you lift the loaded rack back into the garage.

The SmartRack lets you wheel the scooter, e-bikes or several other bicycles onto the lowered platform and once secured in place, the platform is easy to lift with the help of a gas spring and slid back into the garage on smooth running rollers. It doesn't just sound easy, it also requires very little effort.

Thanks to its flat design, the platform takes up no more than around 10cm in height. As a standard model, the SmartRack weighs in at just about 39 kg and is designed for transporting a scooter, but can be upgraded just as easily to accommodate up to three bikes.



Product information SmartRack:

Aluminium platform with gas spring support; platform with slide-out element, 1 self-locking feather key, 1 support bracket, 4 tie-down rings, 4 tension belts and 1 abrasion protection coating

Weight: approx. 39 kg

Capacity: up to 100 kg

Dimensions: approx. (W x H x D): 550 x 100 x 1980 mm

carriers

SmartRail – Easing into the rear garage

With the SmartRack making light work of sliding a two-wheeler into the garage, the SmartRail goes all the way to relieve you of every effort. Simply push the front wheel of your scooter into the wheel lock on the SmartRail ramp and secure in place using the handlebar strap supplied.

And now comes the fun part: Push the button on the remote control to watch your scooter make its own way into the rear garage. The fixture for front wheels of 8" to 16" is mounted on a slide powered by an electric motor that lifts the scooter via a drive belt and eases it into the garage as if by magic. The front wheel on the slide is positioned around 1 cm above the garage floor. Securing the scooter with the handlebar strap means you will gain up to 4 cm in height thanks to the SmartRail. It may just be the bit extra you needed to get the scooter to fit into the garage.



Also available in manual version

We also offer the SmartRail garage lift as an economically priced manual version. The scooter is secured in place outside the vehicle and is then moved on the manually operated rail straight into the garage without jamming of the handlebar. Simply a smart solution!



SmartRail electric:

Electrically powered garage lift (12V), handlebar strap, ramp, fasteners, mounting and operating instructions

Weight without accessories: approx. 12 kg

Capacity: up to 150 kg*

Dimensions: approx. (W x H x D): 1900 x 60 x 280 mm

Power input: 12V, 7.5A

SmartRail manual:

Garage lift, handlebar strap, ramp, fasteners, mounting and operating instructions

Weight without accessories: approx. 10 kg

Capacity: up to 150 kg*

Dimensions: approx. (W x H x D): 1900 x 60 x 280 mm

**The capacity is relative to the ramp slope. The steeper the slope, the lower the capacity. Capacity may therefore reduce to around 100 kg.*

Towbars for

For heavy loads



motorhomes

Easy towing of heavy loads

Spending your holidays in a motorhome lets you take whatever you need for your hobby with you. What doesn't fit in the compartments, just gets be hitched up, so your boat, glider, jet skis or even your second car can tag along to your destination.

Upgrades for heavy loads

Most motorhomes allow you to fit a towbar. Next to sufficient motorisation, an important consideration is the fitting options on your vehicle chassis. The first step for all motorhomes therefore is to take a look under your vehicle.

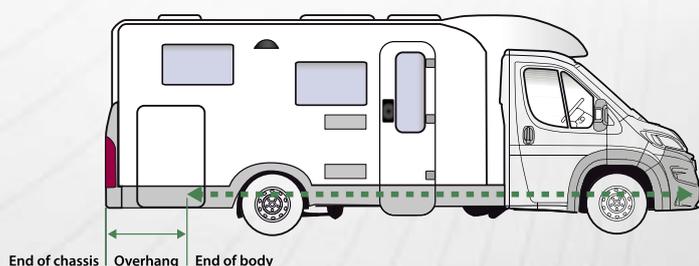
Motorhomes are usually made up of the vehicle chassis and a built-on body. These bodies almost always extend beyond the length of the chassis. The picture illustrates that an original towbar (TB) does not fit, as the ball would sit right under the body. This is why the space between end of chassis and end of body needs to be bridged with a frame extension so the latter can accommodate a TB or a load carrier fixture. The bridged space is referred to as the overhang. To check what towbar works best for your vehicle, you will first need to determine



- 1) Is the TB for a vehicle with a (sturdy) frame extension, or
- 2) is the TB for a vehicle without a sturdy frame extension, or
- 3) is the TB for a vehicle without any frame extension?

The right towbar

If your vehicle comes with a suitable and upgradable frame extension, you will only need a suitable towbar. Our experts have access to an extensive database containing the most popular European motorhome models. This allows us to find out quickly what kind of towbar you need and, more so, determine the right frame extension, if you need one. However, since motorhomes are outfitted individually, you may find, for instance, that the septic tank needs to move, supports have to be rearranged or certain attachments require modification. In such cases, it is advisable to consult a specialist.



Towbars for

For heavy loads

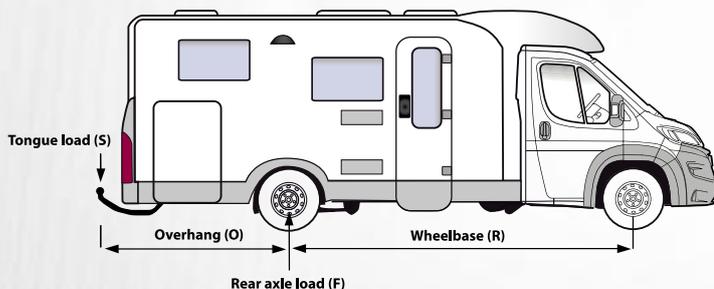
Crucial – the D-value

The D-value of the structure is crucial for choosing the right towbar. The D-value is an indication of the strength of the towbar and is calculated using a set formula. That said, there are several determinants that factor into the equation, such as the gross weight of the towing vehicle and the actual permissible trailer load, which is invariably specified by the base vehicle manufacturer. So whether a vehicle has a permissible trailer load and whether the D-value of the TB is adequate are two entirely different aspects. They must but be right, though. In many cases, the trailer load will be stated in your registration papers, even if no coupling is fitted. Our extensive data records additionally tell us which trailer loads are permitted for which chassis.

Also important: the rear axle load

When towing a trailer, the tongue load acting on the towball also increases the rear axle load of the towing vehicle. As a result, motorhomes quickly exceed the maximum load on their rear axle. Bear in mind also that the rear axle load F increases at a higher rate than the tongue load S . This increase in rear axle load F can be calculated using the following formula:

$$F = \frac{S \times (R + \ddot{U})}{R}$$



Example:

Wheelbase (R): 2,500 mm

Overhang (O): 1,100 mm

Tongue load (S): 75 kg

As a result of the weight, the increase in rear axle load, with the full tongue load of the trailer bearing down on the towball, would be a whopping 108 kg.

Adapted to your requirements

When it comes to towbars for motorhomes, Linnepe tops the list of experts, if only for historical reasons. In the eighties, Linnepe supplied the legally required skid plates for motorhomes straight to the production lines of the first motorhome manufacturers. These were used by Kurt Linnepe to devise the first towbar for motorhomes. Today, we offer trailer solutions for just about every motorhome.

All Linnepe towbars are made from steel and are electrocoated to be guaranteed rustproof. Electrocoating (cathodic dip painting) is an effective and long-lasting corrosion inhibitor used in the automotive industry that is scratchproof and resistant to rock fall and saltwater.

motorhomes



Our towbars all come with EC type approval, which means no further registration issues. As an alternative, or in addition, to a towbar, you can also mount a rack system, as in the majority of cases the trailer systems already provide the mounting base for it. Many of our trailer solutions also give you a choice between fixed and removable ball.

Checklist

- Load carrier existing?
- Frame extension / reinforcement necessary?
- Would you like a towbar and load carrier?
- Electrical kit existing?
- Is there enough load on the rear axle?
- Is there sufficient ground clearance?
- Need additional air suspension?
- Is the trailer load entered in the vehicle registration document?

Safety

Gas detectors



Sleep easy, wake up safe

Gas leaks in the confined interior of a well-insulated RV can quickly become life-threatening. Just as worrying is the fact that narcotic gases reportedly are used in robberies to knock out sleeping occupants of motorhomes and caravans.

Dangerous gas concentrations

Gas sensors in the motorhome perform an important function, alerting the occupants to narcotic gas used by burglars, whilst also monitoring unusual levels of other gases in the vehicle. With strict security regulations in place, one would expect that gas appliances in motorhomes and caravans are safe to use. And yet every year, we hear of cases where caravanners have died as a result of carelessness or ignorance. The assumption that vast amounts of narcotic gas are needed to disable the occupants of a motorhome has been refuted in several conclusive tests; in fact it takes as little as 200 ml (if that) of legally obtained substances to create a potent mixture. This liquid mix is then pumped through a hose penetrating the window seal into the motorhome. Once it diffuses in the breathing air, the resulting narcotic gas is effective enough to render all motorhome occupants unconscious.

Gas detectors with a long tradition

Linnepe is one of the first companies to pioneer the development and launch of gas detectors for motorhomes. Our prototype narcotic gas detector, Sopo-Alarm, hit the market in 1999 and was considered an absolute novelty, albeit dismissed by many with disinterest. Today, many years after its launch, our systems have convinced countless caravanners of their value. Our gas detectors are among the safest and most reliable devices in the market.



Retrofitting gas detectors

The Linnepe gas detector is relatively easy to retrofit in motorhomes and caravans and will alert the occupants reliably of any gas concentration detected before it becomes life-threatening. All it takes is a 12V power supply, and the device can start nosing out the place.

Most caravanners find a gas detector such as the Linnepe TriGasAlarm, which also features a propane, butane and, of course, narcotics gas sensor, to be all the protection they need.

Self-test and temperature adjustment

Gas detectors work with semiconductor sensors whose resistance changes with the ambient temperature. Constant temperature variation in the motorhome affects the sensor's measurements. Its sensitivity will decrease with rising temperatures and increase with falling temperatures, resulting in measurement errors and false alarms. Linnepe gas detectors therefore adjust the temperature independently, meaning that the resistance-temperature relationship remains linear. Before the sensors start measuring, they each run a self-test and check for proper performance of the system at specific intervals.

Safety

Gas detectors

TriGasAlarm – reliable alert of dangerous gas concentrations

All our Linnepe expertise in gas detectors went into creating the compact TriGasAlarm. The minimised device with its stylish aesthetics is connected directly to the 12V on-board power supply and is switched on and off with just one press of the button. After three minutes of calibration, the device is ready for use.

High tech in a stylish package

The compact TriGasAlarm combines an 80dB siren with a highly sensitive sensor. The TriGasAlarm accurately and reliably warns of dangerous propane/butane (GPL) concentrations as well as of narcotic and sleeping gases, such as are often used in robberies.

Safety is that easy

The Linnepe TriGasAlarm is firmly connected to the 12V body battery. By slight pressure on the button on top of the housing the device switches on. The green flashing LED shows the calibration phase after the system check. The device is ready for use, as soon as the green light is constantly lit. In operational mode, the brightness of the green LED dims down if you press the power button for less than one second. If a harmful gas concentration is detected, the whole top of the case changes to flashing red. If gas still gets detected after 20 seconds, the top of the case lights up permanently red and the internal loud siren turns on.



Ready



Alarm with sound

The TriGasAlarm checks for proper functioning of the sensor whenever it is switched on and is automatically calibrated to ambient air and temperature. Intelligent electronics additionally check and, where necessary, adjust the calibration every 40 seconds. The TriGasAlarm has a temperature control function and adjusts differences so dangerous gases are reliably detected even at temperatures above 25°C.

The colour of the case indicates the operating mode:

- Green (flashing) = Calibration phase**
- Green (steady) = Ready to operate**
- Red (flashing) = Silent prealarm**
- Red (steady) = Alarm with continuous sound (loud: 80 dB)**

Easy retrofit

Benefits of the TriGasAlarm:

- ✓ Warns reliably of Propane, Butane and KO gases
- ✓ Calibrates automatically
- ✓ Temperature adjustment
- ✓ Simple retrofitting
- ✓ 80 db loud alarm siren
- ✓ Optional 2nd sensor available

The Linnepe TriGasAlarm is easy to retrofit in your motorhome or caravan. The device should be installed in a central location near the floor of the vehicle. The TriGasAlarm only needs to be connected to the 12V power supply of the on-board battery. With a

modest power input of just 95 mA in stand-by, the TriGasAlarm can easily be left on at night even with the vehicle in self-sufficient mode. When switched off, the power supply is effectively interrupted.



Product information TriGasAlarm:

Operating voltage: 9–16V

Power input in stand-by: 95mA

Power input in alarm mode: 160mA

Alarm volume: approx. 80dB

Sensitivity: 98 ppm (EEC)

Conformity: 89/336 EEC – 93/68 EEC



Please note: Proper operation of the device can only be guaranteed when connected to the on-board battery. The use of mains adapters or chargers may cause malfunctioning.

Optional 2nd sensor

Sensitivity: 98 ppm (EEC)

Conformity: 89/336 EEC – 93/68 EEC



should be positioned 10 cm below the ceiling. This gives you added peace of mind for rising and sinking gases, with maximised reliability.



To see the TriGasAlarm in use, simply scan the QR code or watch the video at www.linnepe.eu.

Contact

We are here for you

We value personal contact

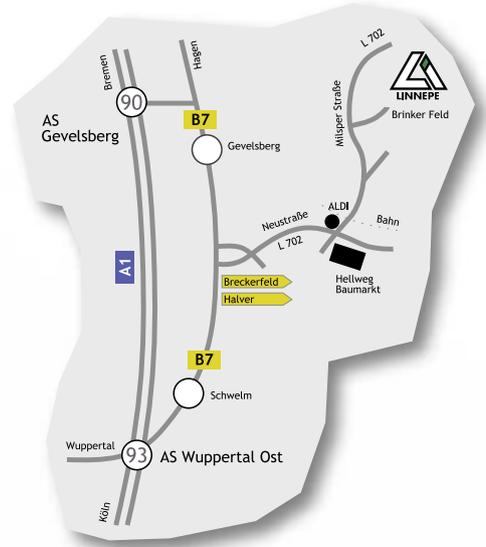
At Linnepe we believe that the success of our products is linked directly to the close partnership that we embrace with retailers as well as the on-going dialogue with you as the user. It enables us to listen to your suggestions and requests and to build them directly into the development and advancement of our products.

Customer service is paramount at Linnepe. Our experts are here for you from Monday to Friday, and you can rest assured that they know their stuff and how to go about meeting your needs.

Additionally you can access our brand new website at www.linnepe.eu for full product details, video instructions, a download section for technical data and contact details of your direct advisor, or browse for news about upcoming events, our involvement in trade shows or news about our products.



And if you want to give us your e-mail address on our website, we will also be glad to keep you updated with e-news of all things at Linnepe.



Visit us

We would also love to meet personally in Ennepetal. The map provided will help you with the directions. The best exit to get off the A1 is Ennepetal (junction 93). Follow Bundesstrasse 7 (main road), which takes you through Schwelm and all the way to Ennepetal. In Ennepetal, take the L702 (Neue Strasse) towards Breckerfeld. At the crossroads next to the Baumarkt (DIY store) turn left into Milsperstrasse. After approx. 1 km, Brinkerfeld will be on your right.

Europe-wide service

You can find Linnepe partners virtually all throughout Germany and in many other European countries. Our collaboration with you based on a partnership of trust whilst maintaining an open and professional



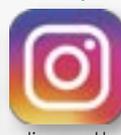
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dialogue is the very foundation on which we build to ensure that we provide you with appropriate professional and competent support and advice and promptly give you straightforward answers to any question you may have on our products. Regular training of our partners assures you that you'll get best-in-class expertise not just in Germany, but at every major European destination.

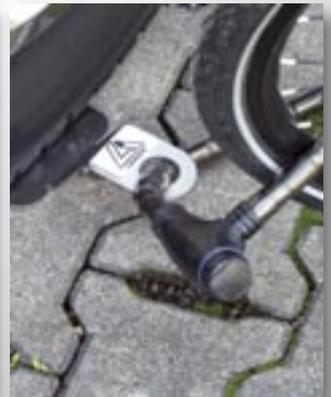
Linnepe products are known and appreciated throughout Europe for their reliability. In the event that you lose or damage any part or component of your equipment, our prompt spares service, with local contacts, gives you peace of mind that you'll soon be on your way again.

Accessoires

DogSitter

At the request of a major camping club, we have created the DogSitter as a nifty device that keeps even large dogs safely out of the way.

Simply place the stainless steel plate with the large eyelet in front of a wheel, move the vehicle onto it and you have a secure place to tie up dogs, bicycles or whatever else you like – it doesn't get better than this.



Technik Ca

Professional dialogue

The Info-Tour of leading motorhome and accessory manufacturers

Haven't you always wanted to know which technical accessory mates best with your motorhome and how exactly it works?



Information and advice straight from the manufacturers

Linnepe is one of the four founding members of the Technik Caravane, an Info-Tour of leading motorhome and accessory manufacturers, which is focused less on sales and more on providing information and answering questions. Wherever the tour takes us, we make sure that we have plenty of time for talks – entirely without obligation.

Just like us, each of the other participating companies sent the bosses or a senior team member along on the tour. Because one thing's for sure for all of us – only those with stellar expertise are the right partners for what is arguably the biggest free info tour in the caravanning industry.

Look, test, ask

Motorhomes are our passion. That is why we'd love to chat with you on our tour. Let us explain to you every aspect of our products – or tell us what you think about prototypes and innovations before the market does.



For more information on the idea and partners behind the Technik Caravane go to: www.technik-caravane.de

caravane



Technik Caravane Rally experience

Every motorhome enthusiast will tell you the same – that the journey is the reward. And that is why the creators of the Technik Caravane started a rallye just for motorhomes. The rally is all about orientation, skill and, most of all, team spirit – an event that requires of you that you know your vehicle and are able to drive each segment of the course in a specified time at a specified average speed along a specified route. It is an event modelled on the oldtimer regularity rally.

Take part, show off, have fun

Based on the fun each participating team had, the rally was a great success. All who took part raved about the great rally feeling and the professional organisation of the event – and that's exactly what we as the organisers had in mind. One thing's for sure: This definitely wasn't the last Technik Caravane Rally.

For more info on the RV Rally visit the Technik Caravane website.

A successful concept

Being awarded the Lupo 2015 (German acronym for 'Supplier and Partner Oscar') by the German Caravanning Retail Association (Verband der deutschen Caravan Händler), DCHV, for our commitment within and to the industry spurs us on to keep turning accessories and motorhomes into a true experience. The Technik Caravane is an opportunity to meet in a casual setting to talk directly to the manufacturers, while the Technik Caravane Rally offers a one-of-a-kind experience – this makes them firm dates in our annual planning. You can see for yourself at the Technik Caravane that we don't just make accessories for motorhomes and caravans – we live with our products and enjoy the road just as much as you!



Since 1969



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