HTW series
Load volume up to 65 m³

BERGMANN
...die Spezialisten

Forage transport trailer HTW

Your reliable partner in every foraging task







Proven quality: “Made in Goldenstedt”



BERGMANN, a successful, medium-sized, family-owned company in the third generation, has been firmly linked to its business location in Goldenstedt and its people for 130 years.

Our actions are determined by an awareness of tradition and our innovative strength. Our state-of-the-art products for spreading and grassland technology, harvesting and transport logistics meet the highest quality standards and are in use worldwide every day.

As a strong and reliable partner in the agricultural sector, we develop and produce practical agricultural technology for our customers at our company’s factory in Goldenstedt.
Our company philosophy, our ambition and our commitment are:

Quality “Made in Goldenstedt”

BERGMANN Service

Customer satisfaction is our top priority

Our service does not end when a machine is sold. As a partner we are available to our customers at all times.

Our service technicians provide personal advice on site and, if required, also by telephone trouble shooting.

Our customer service always ready to listen to your questions! We are available around the clock with our emergency service!



Forage transport trailers of the HTW series

A successful harvest depends to a large extent on the use of modern transport vehicles. The right forage transport trailer is an important element in this process. The BERGMANN HTW forage transport trailers have been developed especially for agricultural enterprises for which speed and economic efficiency are key.

All forage transport trailers of the HTW series feature professional-level basic equipment: The conical, screw-fitted body ensures stability and a long service life. The rugged steel scraper floor and a scraper floor drive on each side ensure reliable unloading under all conditions.

The hydraulically folding forage loading flap allows trouble-free filling when starting field work. The trailers are available with or without dosing rollers, as required.

The HTW series can be optimally configured for specific operational sequences. Depending on requirements, the forage transport trailer can be upgraded with many useful optional extras, such as a cargo space cover, weighing system, ISOBUS operation, LED working lights or an automatic central lubrication system.





HTW 35 / HTW 35 S

- 20,000 – 22,000 kg GVW
- Load volume 34 – 36.6 m³
- S-Model (with dosing rollers)
- Bogie chassis with parabolic springs and lowered pivoting point



HTW 40 / HTW 40 S

- 20,000 – 24,000 kg GVW
- Load volume 39 – 42.1 m³
- S-Model (with dosing rollers)
- Bogie chassis with parabolic springs and lowered pivoting point
- Tandem chassis with hydraulic axle compensation (optional)



HTW 45 / HTW 45 S

- 23,000 – 24,000 kg GVW
- Load volume 45 – 48.6 m³
- S-Model (with dosing rollers)
- Tandem chassis with hydraulic axle compensation



HTW 50 / HTW 50 S

- 33,000 – 34,000 kg GVW
- Load volume 45 – 48.6 m³
- S-Model (with dosing rollers)
- Tridem chassis with hydraulic axle compensation



HTW 65 / HTW 65 S

- 33,000 – 34,000 kg GVW
- Load volume 52.1 – 56.4 m³
- S-Model (with dosing rollers)
- Tridem chassis with hydraulic axle compensation

The HTW series

Features at a glance

The wide tailgate opening allows **reliable unloading also of fully laden vehicles**.

Conical cargo space simplifies unloading at and on the silo. It takes less than a minute to fully empty the vehicle across the entire model range.

The cargo space cover (optional) adjusts to the contours of the loaded material and **ensures a reliable transport**.

Easy forage loading through hydraulically foldable forage loading flap (standard).

Good visibility of the cargo space from the driver's seat thanks to a transparent front wall for perfect loading and unloading.

The hydraulic functions can be **operated** using:
– tractor control units (standard)
– ISOBUS (optional)

The dosing rollers (S-models) allow fast yet controlled unloading.

The result: valuable time for even distribution and homogeneous compaction – for **superior silage quality**.

Scraper floor driven from both sides – mechanically or hydraulically, depending on equipment. The scraper floor consists of **four chains with a breaking load of 25 t each for outstanding reliability.** Screwed flights for easy replacement.

With **follow-up steering as standard**. A hydraulic or electronic forced steering is optionally available.

Minimum ground disturbance and **excellent rolling characteristics** due to wide, high tyres available for all models.

HTW 35 / 40 (standard): bogie chassis for **good all-terrain capability** and **easy driving over the silo.**

HTW 40 (optional), HTW 45 / 50 / 65 (standard): hydraulic chassis for **high driving comfort** and difficult operating conditions.

HTW 35 / 40:
high drawbar (standard) or **low drawbar** (optional) for even higher driving comfort.

HTW 45 / 50 / 65: **low drawbar** (standard)

Mechanical drawbar suspension as standard; from HTW 40, optional hydraulic drawbar suspension.

Many **convenience functions available** (optional):
– Central lubrication system
– LED working lights
– Video system
– Weighing system



BERGMANN forage transport trailers
HTW 35/35 S | HTW 40/40 S
Tandem mechanical | 34 – 42 m³ load volume

▶ Coupling and chassis



Outstanding manoeuvrability
The HTW 35 and HTW 40 are equipped with a height-adjustable mechanical drawbar suspension with high drawbar as standard. For even higher driving comfort, a low drawbar is optionally available. The low hitching point makes starting off at high loads easier. The slim design of the two drawbars provides a highly manoeuvrable tractor-trailer combination.



Various drawbar eyes are available for coupling. The optional ball coupling offers superior driving comfort with minimum wear. The hydraulic hoses are stored neatly in the hose cabinet, where they are protected from soiling.





Convenient parking
The jack stand with hand crank ensures easy coupling and uncoupling of the vehicle.
For increased convenience, a hydraulic jack stand is also available. With the vehicle coupled, the respective jack stand can be raised.



Designed for high loads
The torsion-resistant main frame is designed to withstand extreme forces. Despite this heavy-duty design, the construction has a low dead weight and therefore allows high payloads. Longevity and reliability – even in intensive use and under harsh conditions.



Robust chassis
The bogie chassis with lower pivoting point allows large swing angles for good all-terrain capability and easy driving over silos as well as easy handling and towing on the road. The axle centre distance is 1,640 mm standard and the maximum gross vehicle weight is 22 t. The largest tyre size is 800/45 R26.5.



Higher payload
For a gross weight of up to 24 t, and therefore a higher payload, the HTW 40 can be equipped with a reinforced bogie chassis with an axle centre distance of 1,900 mm. A large selection of tyres of various dimensions up to 800/45 R30.5 are available.



Follow-up steering
Thanks to the follow-up steering, the steered wheels follow the curve, which protects the sward, reduces the required towing force, minimises tyre wear and reduces the load on the chassis.
For driving on roads or inclines and for vehicle manoeuvres, the steering axles can be locked.
ISOBUS equipment (optional): In combination with the ISOBUS "Reverse" and "Driving speed" signals from the tractor, the steering axle automatically locks when reversing.
For greater safety on the silo, a steering axle lock that engages when the tailgate is open is optionally available.



Hydraulic forced steering
For even greater driving comfort and minimum tyre wear, a hydraulic forced steering is optionally available. It also works reliable when reversing and further relieves the strain on the chassis. It is controlled by a master cylinder, which can be conveniently connected to the tractor's K50 connections.





Brake system
An air brake system is standard. The brake cylinder and brake linkage are arranged above the lower edge of the axle. This ensures that they do not reduce the ground clearance and eliminates the risk of mechanical damage from, for example, maize stubble. A hydraulic brake is available for some countries.



Automatic brake effect regulation
The optional, automatically load sensitive brake effect regulator (ALB) automatically adjusts the brake pressure to the vehicle's load. This smart adjustment feature ensures consistently reliable braking and reduces brake system and tyre wear.



BERGMANN forage transport trailers

HTW 40/40 S | HTW 45/45 S | HTW 50/50 S | HTW 65/65 S

Tandem and tridem, hydraulic | 39 – 56.4 m³ load volume

▶ Coupling and chassis



Ideal drawbar point
The forage transport trailers with hydraulic chassis feature a low drawbar as standard. The drawbar extends a long way under the body on all models. The low drawbar point makes starting off at high loads easier. The drawbar's slim design also makes for a highly manoeuvrable tractor-trailer combination.



Various drawbar eyes are available for coupling. The rigid drawbar eye is standard. The optional ball coupling offers superior driving comfort with minimum wear.





Outstanding manoeuvrability
For fast, tight turns, e.g. on headlands, an extra small drawbar is optionally available. The slim design of the drawbar eye connection enables very small turning radii, especially in combination with a forced steering.





Superior driving comfort
The standard mechanical drawbar suspension provides superior driving comfort. The drawbar height can be adjusted to suit any tractor.
The optional hydropneumatic drawbar suspension provides for outstanding driving comfort on both road and field also at high driving speeds. Impacts and vibrations are reliably absorbed. The drawbar suspension works with nitrogen accumulators at the hydraulic cylinders.
The drawbar height can be easily adjusted hydraulically.



Convenient parking
To hitch and unhitch, the drawbar height is simply adjusted with the standard hydraulic jack stand. The large support plate provides the ideal contact area, so that the vehicle can also be parked safely on unpaved ground. The jack stand fully retracts into the drawbar to ensure maximum ground clearance in the field.



Designed for high loads
The torsion-resistant main frame is designed to withstand extreme forces. Despite this heavy-duty design, the construction has a low dead weight and therefore allows high payloads. Longevity and reliability – even in intensive use and under harsh conditions.

Robust chassis
The tandem or tridem chassis with hydraulic axle compensation provides comfortable, smooth driving characteristics both on the field and on the road.
For very heavy loads and extreme operating conditions, reinforced axles with a larger square axle and stronger brakes are optionally available. On the HTW 65, they are already standard equipment.

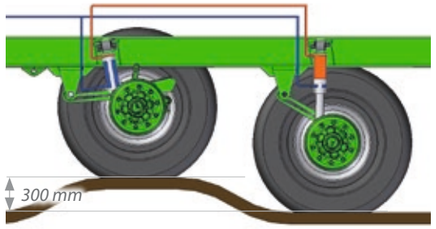




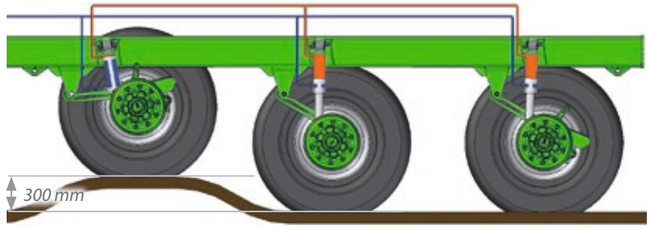
Hydraulic axle compensation
The 300 mm hydraulic axle compensation ensures superior driving characteristics, excellent stability and off-road capability as well as safety both at standstill and while driving. Bumps are reliably compensated, ground contact pressure is significantly reduced and wheel subsidence is minimised. The axle compensation ensures that each axle carries the same load, even on rough terrain.



HTW 40 and HTW 45



HTW 50 and HTW 65



Heavy load connection
Sturdy connection of the axles to the chassis with maintenance-free rubber and metal bearings (silent blocks) in the chassis cylinder. The bearings can absorb both radial and axial forces, thereby providing vibration damping.





Follow-up steering
Thanks to the follow-up steering, the steered wheels follow the curve, which protects the sward, reduces the required towing force, minimises tyre wear and reduces the load on the chassis.
For driving on roads or inclines and for vehicle manoeuvres, the steering axles can be locked.
ISOBUS equipment (optional): In combination with the ISOBUS "Reverse" and "Driving speed" signals from the tractor, the steering axle automatically locks when reversing.
For greater safety on the silo, a steering axle lock that engages when the tailgate is open is optionally available.



Hydraulic forced steering
For even greater driving comfort and minimum tyre wear, the forage transport trailers can be fitted with an optional hydraulic forced steering. It also works reliable when reversing and further relieves the strain on the chassis. Depending on the version, it is controlled by one (tandem) or two (tridem) master cylinders, which can be conveniently connected to the tractor's K50 connection points.



Electronic forced steering
The electronic forced steering ensures fully automatic adaptation of the steering intensity to the driving speed. To improve dynamic stability, the steering angle of the steered axles is reduced at higher driving speeds and fully locked at the preset 50 km/h. Operation is possible either via a separate operator terminal or via ISOBUS. The photo shows the extra small drawbar (optional).

Lift axle
The front axle is optionally available as a lift axle (already standard equipment on the HTW 65). Raising the axle in field use transfers a greater proportion of the weight to the rear axle, thereby optimising the tractor's towing power.





Tyre options
For minimising ground disturbance on fields, high-volume tyres with various tread patterns for wheel rim sizes from 26.5 to 30.5" are available. Thanks to their large diameter, the 30.5" tyres have excellent rolling and rollover characteristics even under difficult conditions. The largest possible tyres are 800/45 R30.5.





Chassis cover
The entire bogie and the drawbar are fully covered (standard equipment) to protect them from falling material and simplify cleaning of the vehicle. This reduces the cleaning and maintenance times.

Angled mudguards
The steep angles of the mudguards effectively reduce material adherence, which significantly decreases the need for cleaning before driving on roads.





Coupling hook
If the tractor-trailer combination gets stuck in the field, the towing rope can be easily attached to the optional coupling hook. The heavy-duty coupling hook is screwed to the vehicle frame and allows fast, safe recovery.

Brake system
An air brake system with ALB regulator, which automatically regulates the brake pressure according to the load, and a spring-actuated parking brake are standard. The brake cylinder and brake linkage are arranged above the lower edge of the axle. This ensures that they do not reduce the ground clearance and eliminates the risk of mechanical damage from, for example, maize stubble.





Europe-wide approval
Vehicles equipped with hydraulic axle compensation have full EU type approval as per the official regulation as standard.
The CoC (Certificate of Conformity) documents are also supplied. Especially when reselling within the EU, type approval is an advantage, as it removes the need for individual national approvals.

▶ Cargo space

High loads and stability
The smooth side walls of the stable body are made of galvanized and plastic-coated profile plates and ensure minimum resistance for quick unloading of the loaded material.





Conical cargo space
Easy emptying also of damp and heavy forage through conical cargo space. The cargo space becomes wider towards the rear, ensuring a continuous flow of material. All model sizes can be unloaded in less than a minute – for maximum harvesting performance.





Cargo space entry
An optional cargo space entry with folding access ladder provides easier access for checks and maintenance. The non-slip rungs ensure safe access.

Perfect visibility
The transparent, inclined front wall provides the driver with a clear view into the cargo space – even when visibility is limited. The driver can see the filling level at all times to ensure optimum filling and can align with the forage harvester's discharge chute. The result: full utilisation of the load volume and a minimum number of empty runs.

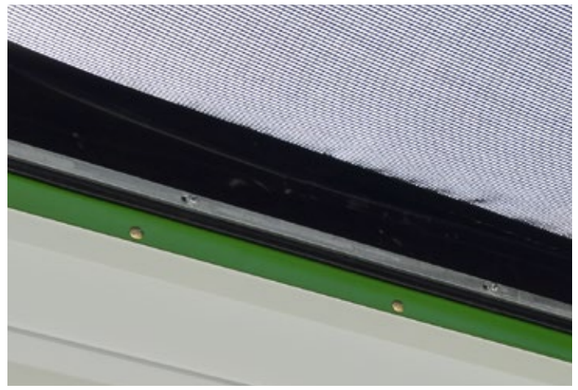




Cargo protection
The optional two-wing cargo space cover ensures safe transport of the load. Its tear-resistant nets adapt perfectly to the load's contour and stay firmly in place—even at high speed. Because the nets are bolted to the cargo space, they completely envelop the load. Opening and closing takes just a few seconds.

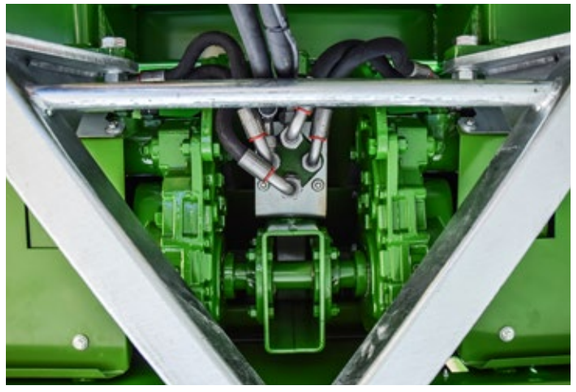
Low-loss forage loading
To increase the target area for the forage harvester driver, the 600 mm high forage loading flap fitted as standard can be hydraulically inclined towards the front. The large opening, in combination with the closed side walls, ensures low-loss filling during the harvest.







Hydraulic scraper floor drive
The HTW 35 and HTW 40 without dosing rollers are equipped as standard with a hydraulic scraper floor drive on both sides. The shift mechanism with two speed stages is standard. The first stage with high torque is designed for fully loaded vehicles, while the second stage enables fast residual emptying at high speed. Stage selection is possible either with the control box or comfortably via the optional ISOBUS interface.





Robust and low-wear
The scraper floor is made of steel with four robust round-link steel chains (14 x 50 mm each, 25 t breaking load per chain). Paired elongation ensures that the chains run in perfect synchronicity and are low-wear. The ends of each chain link are specially hardened, making the chains especially rear-resistant and low-wear. This ensures high operational safety.

Mechanical scraper floor drive
For maximum unloading speeds, select the mechanical scraper floor drive. This is optionally available for the HTW 35 and HTW 40 without dosing rollers; on all other vehicles, the mechanical scraper floor drive is standard.





Rapid, complete unloading
The closed flights have outstanding conveying properties and ensure reliable conveying of the material at all times. The result: Fast and complete unloading at the silo for maximum efficiency.
The scraper floor bars run on separate wear rails and are screw-fitted, making them easy to replace.
The downward-angled bar mounts ensure reliable traction of the scraper floor bars to the floor.

Drive train for superior reliability
Rugged, reliable, clever: The heavy-duty drive train is designed for demanding tasks and powerful tractors. The design ensures that maintenance requirements are very low. A PTO shaft with cam clutch ensures high operational reliability.







Convenient chain tensioning
The automatic tensioning system ensures a constant tension of the scraper floor chains, providing reliable operation and smooth running. The driver has a clear view of the automatic tensioning system with its four tensioning stations, which can be easily adjusted from the outside.
Central lubrication banks, fitted as standard in the vehicle's front and rear area, simplify the maintenance of the scraper floor.
A maintenance hatch provides easy access for cleaning and maintenance work.

Ideal power transmission
The power to the scraper floor feed shaft is transmitted at both sides via large-sized roller chains. The two-sided drive in combination with the split feed shaft ensures a tension-free power transmission. The components offer high reserves – even with heavy loading material.





Reliable and powerful
For reliable power transmission, the chains engage deeply with the solid chain sprockets.



Tailgate
The large opening width facilitates reliable unloading even of fully laden vehicles. When closed, the tailgate effectively seals the cargo space. The mechanical locking system with latch hooks secures the tailgate – even on poor roads.





Clear view of the opening width
With the optionally available tailgate indicator on the front wall, the driver can see the tailgate opening width at all times. This allows the same opening width to be set for every unloading process – for maximum safety even on long working days.



Unloading made even more convenient
With the optional ISOBUS comfort operation terminal, the tailgate opening width can be viewed and set. For unloading, the tailgate can be automatically opened to the set width at the press of a button. The system also monitors whether the tailgate is open when the scraper floor is running thus providing additional operational safety. If it is not open, a visual and acoustic warning is issued.



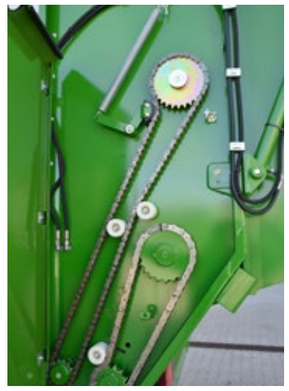


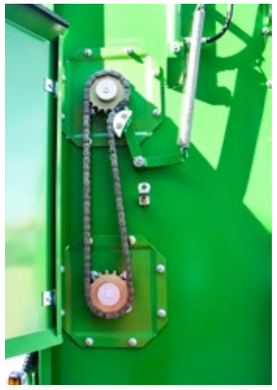
Rapid unloading
The HTW-models without dosing rollers are especially suited for rapid unloading of large forage volumes next to or on the silo. This leaves the silage roller more time to evenly distribute and thoroughly compact the forage.



Rapid, metered unloading
With its two dosing rollers as standard, the S-models can be unloaded in less than one minute. The rotating rollers allow metered and loosened unloading of the crop. The dosing rollers also ensure additional mixing, allowing a more homogeneous material distribution and subsequent forage compaction. The open design of the dosing rollers allows full utilization of the cargo space.







Reliable drive
The power to the dosing rollers is transmitted via the drive train and the large-sized roller chains.
Automatic chain tensioners ensure trouble-free operation.



▶ Operation and convenience

Operation via control units
As standard, the hydraulic functions are operated via the control units of the tractor.



ISOBUS comfort operation
Superior user friendliness and high ease of use with optional ISOBUS operation. Even inexperienced drivers will have no problem operating the intuitive user interface with the self-explanatory graphics and icons. Thanks to the AEF-certified software, the vehicle can be operated via any ISOBUS terminal. Additional AUX-N control devices, such as the CCI A3 multi-function lever are optionally available.



ISOBUS terminals
In combination with the optional ISOBUS operation, various ISOBUS terminals are available. The ISOBUS standard allows the use of any make of terminal.





Exact documentation
The optional, highly accurate weighing system allows exact control of the harvest quantities and loaded mass. The transport vehicles can thus be loaded up to their maximum permissible payload. The load weight is measured with pressure sensors fitted in the chassis hydraulics and the measuring drawbar eye. The payload weight is indicated on a separate weighing terminal or, optionally, on the ISOBUS terminal.



Everything in sight
With the optional HD cameras at the vehicle's rear and in the cargo space, the driver can see all important areas at all times. The integrated AI camera with person recognition in the tail section provides additional safety when manoeuvring and automatically notifies the driver when a person is detected.



Working lights
For safe, comfortable working in darkness, LED light packages are optionally available. The packages include LED working lights for the cargo space and two powerful LED floodlights on the tail and on the mudguards. The working lights are operated either from a control box or conveniently via the ISOBUS interface.



Reliable lubrication
The optional automatic central lubrication system facilitates a continuous lubricant feed that is optimised for every bearing, which significantly reduces the maintenance effort.



Good visibility
In addition to the side marker lights, which are integrated as standard, further lighting options are available for even greater safety and convenience. These include additional taillights at the top on the tailgate and end-outline marker lamps at the front and rear of the vehicle.









Chassis of the VARIO series
The tandem and tridem chassis of the VARIO series can be combined with various swap bodies, making the chassis usable throughout the year. Possible applications are spreader, forage and beet transfer bodies as well as custom bodies with other brands.



Customised solutions
BERGMANN offers tailored solutions for truck bodies and semitrailers. Forage bodies can be individually adapted to match specific customer needs.



Model		HTW 35 / 35 S	HTW 40 / 40 S	HTW 45 / 45 S	HTW 50 / 50 S	HTW 65 / 65 S
Chassis		Tandem	Tandem	Tandem	Tridem	Tridem
Length	mm	7,980	8,980	10,150	10,150	11,510
Width*	mm	2,550				
Height*	mm	3,860		4,000		
Load volume	m^3	34	39	45	45	52.1
Load volume with extensions	m^3	36.6	42.1	48.6	48.6	56.4
Body length	mm	6,460	7,460	8,460	8,460	9,860
Body width	mm	2,400				
Body height*	mm	2,200				
Net weight*	kg	6,620 / 6,820	7,240 / 7,440	8,420 / 8,620	9,900 / 10,100	10,700 / 10,900
Gross vehicle weight high drawbar*	kg	20,000	20,000 / 22,000	–	–	–
Gross vehicle weight low drawbar*	kg	22,000	22,000 / 24,000	24,000	34,000	34,000
Axle centre distance	mm	1,600	1,600 / 1,900	1,810	1,810	1,810
Power demand*	kW / HP	From 74 / 100	From 96 / 130	From 118 / 160	From 132 / 180	From 154 / 210

* depending on equipment

Optional:

- Low drawbar (HTW 35/HTW 40)
- Hydraulic jack stand (HTW 35/HTW 40)
- Automatically load sensing brake effect regulator – ALB (HTW 35/HTW 40)
- Reinforced bogie chassis (HTW 40)
- Chassis with hydraulic axle compensation (HTW 40)
- Extra small drawbar (with hydraulic chassis)
- Hydropneumatic drawbar suspension (with hydraulic chassis)
- Lift axle (with hydraulic chassis)
- Hydraulic forced steering
- Electronic forced steering
- Mechanical tailgate indicator
- Cargo space entry
- 200 mm high side wall extensions
- Foldable cargo space cover
- Central lubrication system
- ISOBUS operation
- Hydraulic weighing system
- Camera system
- LED working lights
- Various lighting possibilities
- Various tyre options, etc.
- Coupling hook

We reserve the right to make changes to dimensions, weights and technical data. Dimensions and weights do not necessarily correspond to standard versions and are not binding. Illustrations may contain additional equipment.

09/2026 HTW Verden

Our product range contains the right vehicle for every operation and every application.

- Manure spreaders
- Universal spreaders
- Loader wagons
- Forage transport trailers
- Body swap systems
- Transfer trailers
- Beet transfer trailers
- Bodies for self-propelled systems

BERGMANN

...die Spezialisten

Ludwig Bergmann
International Sales GmbH

Hauptstraße 64 - 66
49424 Goldenstedt / Germany
Tel. +49 (0) 44 44 - 20 08-0
Fax +49 (0) 44 44 - 20 08 88
info@l-bergmann.de

www.bergmann-goldenstedt.de

Member of BERGMANN GROUP

