

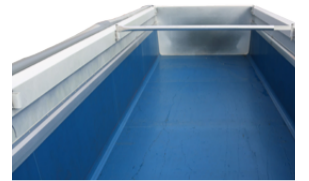
Agile: Schmitz Cargobull has reintroduced the manoeuvrable and versatile Z.KI central-axle tipper trailer into its portfolio. Page 2



Hot: Schmitz Cargobull's thermal tippers impress with their high tipping stability and state-of-the-art insulation material. Page 3



Clean: The OKULEN® body cladding provides for safe and fast tipping of bulk material from the trailer. Page 3



BUILT FOR YOUR SUCCESS

B A U M A 2 0 2 2

New tipper and smart, digital equipment for greater efficiency

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Variable, lightweight and digital

Schmitz Cargobull will be presenting its tipper innovations at stand B4.323 of the world's largest trade fair for the construction industry. Thanks to the modular system every customer can find the right tipper. The trailers are often lighter than their predecessors and impress with digital innovations such as the on-board weighing system.

Almost four years have passed since the last bauma. Schmitz Cargobull has used this time to make its tippers even more economical, sustainable and digitalised. "We will be represented at the world's leading trade fair for the construction industry with a wide range of trailers and many innovations from our tipper competence centre in Gotha," explains Boris Billich, Chief Sales Officer at Schmitz Cargobull.

"The focus at the Munich exhibition centre will be on Schmitz Cargobull's innovative body generation and new digital equipment options for tipper semi-trailers and tipper truck bodies."

Schmitz Cargobull's cutting-edge exhibits will include the S.KI tipper semi-trailer with a thermally insulated rounded steel body and an aluminium box body. The S.KI in a steel design impresses with an improved payload capacity of up to 280kg. "Another top innovation is our digital on-board weighing system. This allows the loading capacity to be optimally used. In addition, trailers and roads are subjected to less wear and tear," says Billich.

The S.KI product family with a tapered chassis (previously available in body lengths of 9.6m and 10.5m) and aluminium box body has been extended to include an 8.2m body length. This provides a trailer with a lower loading height but the same volume for the type length of 8.2m as well. The tapered frame design of the aluminium box body

provides for low loading heights, floor heights, and overall heights in all lengths, while the fifth wheel height remains unchanged.

The S.KI's aluminium box body in the version with the new OKULEN® plastic cladding is an example of our cutting-edge technology. The cladding prevents bulk material from sticking to the body floor and allows for an unloading process with a smaller tipping angle. "This makes the tipping process not only safer, but also faster and cleaner," says Billich.

The M.KI truck tipper body with associated services will also be on display. With the modular system, the body, rear wall, chassis, running gear and additional fittings can be combined to ensure that the vehicles are optimised to precisely meet the customers' specific applications. The wide range of services available in all target markets, from financing to the Full Service contract, are another extra.

The Schmitz Cargobull M.KI, as well as the various S.KIs, are available with thermal insulation. The additional insulation of the 16m³ body starts at a weight of 150kg. Due to its manoeuvrability, the M.KI is particularly suitable for small, constrained construction sites. Its high-quality, temperature-resistant body cover features an electric sliding tarpaulin, which can be operated safely and comfortably from ground level – which also applies to the alternative roller tarpaulin. ■ gw

Weighty innovation

Schmitz Cargobull offers a completely new and digital on-board weighing system for its S.KI tipper semi-trailers. This helps the driver to avoid overloading at the place of loading, and to make optimum use of the trailer's payload. There is now no need to drive to a stationary check weigher, and both vehicle fuel consumption and wear due to overloading are reduced. The system can be operated intuitively via either a supplied screen or a smartphone with the beSmart app. Read all about the digital weighing system and the new S.KI tippers on page 2.



editorial

Time to get busy

Dear Readers,

the construction industry is facing major challenges. The economic environment is uncertain and characterised by rising construction costs, inflation and energy shortages. Against this background, investment decisions are more difficult than ever. But there is still plenty to do. Despite the difficult situation, the German government is sticking to its goal of building 400,000 new homes per year in the future. The same applies to the transport infrastructure. In view of the soaring cost increases, Berlin is even prepared to invest €65 billion more than planned in transport projects between now and 2030 – €40.4 billion of this in road construction alone.

Amid rising costs, to ensure they are prepared and able to exploit future opportunities, construction companies are becoming increasingly efficient, digitalised and sustainable. Schmitz Cargobull sets high standards here. We recognised at an early stage that sustainability and digitalisation are important drivers of innovation. That is why we are introducing a new digital on-board weighing system on our S.KI tipper semi-trailers, for example. With the calibrated scale, the weight of the payload is recorded directly upon loading and a weighing report can be sent digitally for invoicing while the vehicle is still at the loading site. This simplifies the daily routine of drivers and dispatchers and helps reduce fuel costs, vehicle wear and CO₂ emissions, while increasing vehicle utilisation.

What is more, our trailers impress in matters of safety, time savings and the variability typical of Schmitz Cargobull. This includes our tipper semi-trailers with a thermally insulated rounded steel body or aluminium box body, and truck tipper bodies with the associated services. In the modular system, the body, rear wall, chassis, running gear and additional equipment can be combined in such a way that the trailers can be optimised to precisely meet our customers' specific applications – always supplemented by cost-reducing services from financing to Full Service contracts.

Three-and-a-half years after the last bauma, we will be particularly pleased to welcome you personally to our stand in Hall B4 and discuss our trailers with you again.

Yours,



Andreas Schmitz,
Chairman of the Board,
Schmitz Cargobull AG



Weigh and go!

Schmitz Cargobull presents new bodies and frames for the S.KI tipper semi-trailer and the M.KI truck tipper body. They are lighter and easy to use. The new innovation on the tipper vehicles is the digital on-board weighing system.

The S.KI tipper semi-trailers in a steel design excel with an ideal balance of weight optimisation, robust durability and tipping stability in daily use. The new generation also impresses with up to 280kg of additional payload capacity. The stable new modular frame alone results in weight savings of up to 110kg. The design of the crossbeams makes for a longer chassis service life due to optimum corrosion protection. The S.KI frames are available in a galvanised version, which comes with a 10-year warranty against rust-through, and in a painted version with improved corrosion protection. This increases the resale value and reduces depreciation.

In order to make optimum use of the available payload and avoid overloading, Schmitz Cargobull is introducing an optional on-board weighing system for the tipper vehicles. Trailers and roads are thus subjected to less wear and tear and fuel consumption, and CO₂ emissions are reduced. The on-board weighing system allows the driver to determine and document the vehicle's payload at the location where the vehicle is loaded. It is no longer necessary to drive up to a stationary control weigher. The system can be operated intuitively either via a supplied screen or the beSmart app. The determined loading data can be called up by the driver immediately after weighing and can be processed further in the TrailerConnect® portal.

Camera systems provide for greater work safety with the S.KI. The cargo area camera enables a convenient overview of the load in the trough. This reduces the risk of accidents for the driver, as he can comfortably follow the loading process from the cab. During the tipping process and reversing, another camera monitors the rear of the vehicle, which helps to avoid ramming damage and injuring anyone.

Depending on the application, the required trough volume and the degree of stress, four different trailer system lengths are available in a Standard version, a Light version for high payloads, or a Heavy-Duty version for heavy use. The



The new bodies and frames for the S.KI and the M.KI will go into production in the first quarter of 2023, and offer up to 280kg of additional payload.

economic Light frame is one of the lightest steel chassis frames on the market, but at the same time offers high stability and torsional rigidity during tipping. A new feature is the rounded steel body with a loading volume of 24m³ and 180kg of additional payload for construction site usage. Optimum handling, a low centre of gravity and even wear are achieved by a wider, level floor design. The upper lips have been redesigned for greater vertical and horizontal stability, and lateral deformation due to cargo pressure has been significantly reduced. This enables smoother running and higher functional reliability for trough covers. With the new electro-pneumatic underride guard, the driving and unloading positions are detected by sensors, enabling safe operation from the driver's cab. The sliding tarpaulin and camera system mean that the driver no longer needs to leave the cab.

The new troughs are also available for the M.KI 4-axle truck. A new feature is the body length of 5.2m for a shorter wheelbase or a longer driver's cab. Different floor and side wall thicknesses as well as dropside heights make the motorised trucks with tipper bodies suitable for a wide range of transport tasks. ■ dg

Back in service

Schmitz Cargobull has reintroduced into its portfolio the Z.KI central-axle tipper trailer with a loading volume of 10m³. Its manoeuvring capabilities make it a great choice for construction sites where space is limited.

In the construction site vehicle market, the Z.KI three-way tipper is back again. The tipper trailer is designed for construction sites with limited space. The steel dropsides are 900mm high. The loading volume is around 10m³. The central axis guarantees optimum manoeuvring behaviour in a small space. The new design has saved 50kg of weight. This tipper is available for a higher payload and has the potential to increase profitability for the business owner.

The new Z.KI is proving to be a true all-rounder: Bulk and piece goods can be transported, but it is also suitable for palletised goods due to its standard pallet-width design. For added safety, there are lashing points integrated into the trough floor for the fixing of pallets and other loads. This wealth of applications offers plenty of flexibility in everyday transport.

There are innovations in the rear wall and the wear-resistant



dropsides. These are mounted on pendulum bearings. Raised hinges provide for a larger discharge opening of the tailgate. In addition, the dropsides can be fitted with a lifting spring mechanism that simplifies side loading and makes it easier to fold down the dropsides. ■ dg

Thanks to lashing points in the trough floor, the Z.KI is also suitable for transporting palletised goods.



Classic tipper trailer for asphalt transport with electric sliding tarpaulin.

Greatly loved

Robust, reliable, and at the same time payload-optimised – the Schmitz Cargobull thermal tippers with innovative insulation material.

Schmitz Cargobull offers the S.KI tipper semi-trailer with a rounded steel body or aluminium box body, as well as the M.KI truck tipper body with an innovative insulating material that comes with an impressively low additional weight starting at 150kg for the M.KI and 310kg for the S.KI. The insulation has very good thermal and acoustic insulating properties and complies with the values stipulated in the notification issued by the Federal Ministry of Transport and Digital Infrastructure (BMVI), as well as the requirements of Standard DIN 70001 for thermally insulated tipper bodies. An adjustment in the floor area of the body also keeps the centre of gravity of the thermal tippers low and provides for high tipping stability.

The model range for the S.KI rounded steel body with thermal insulation includes the variants with the system length SR 7.2 for volumes of 24 and 28m³ (body heights 1,460 and 1,660mm) and the system length SR 8.2 for a volume of 27m³ (body height 1,460mm), as well as the S.KI 18 7.2 2-axle tipper semi-trailer with a body height of 1,460mm. Depending on requirements, various floor and side wall combinations are available. In addition, Schmitz Cargobull customers can choose between different tailgate variants and cover systems.

With an even lower tare weight compared to the rounded steel body, the aluminium box body provides for a high payload. As the body's outer dimensions do not change due to the insulation, the tipper semi-trailer retains its low centre of gravity and can be combined with all body cover options from the standard range.

The M.KI's thermally insulated body, which has a capacity of 16m³, is optimally designed for the transport of small quantities of asphalt for construction sites with limited space for manoeuvre. The high-quality, temperature-resistant body cover is designed as an electric sliding tarpaulin and can be moved safely and conveniently via remote control. The model range includes bodies with different floor thicknesses and volumes with a variety of tailgate versions.

All Schmitz Cargobull thermal bodies have two easily accessible monitoring vents in each side wall, which enable manual temperature measurement to be carried out safely from ground level, directly within the freight area. ■ gw

Measuring holes make precise temperature measurements possible

Sliding miracle

The S.KI AK with OKULEN® body cladding for safe and fast tipping.

The S.KI AK tipper semi-trailer with an aluminium box body is available with a special plastic body cladding. The OKULEN® cladding prevents bulk material from sticking to the body floor, thereby allowing for an unloading procedure with a small tipping angle. This reduces the risk of the semi-trailer tipping to one side during the tipping process. The

smooth and clean outflow of the bulk material also reduces unloading times and the need for cleaning. The plastic cladding comes in two side heights (300mm and 900mm) and is clearly identifiable by its blue finish. The body cladding consists of 12.5mm (S.KI 7.2 and 8.2) or 10mm (S.KI 9.6 and 10.5) thick plastic sheets. The plastic cladding is eligible for De Minimis



funding from the Federal Office for Goods Transport within the German market. ■ gw

The OKULEN® cladding is available in two side heights.

Fresh from the harvest

The S.KI LIGHT AK is now available in three system lengths. The tapered frame design provides for low loading heights, floor heights and overall heights in all lengths, while the fifth wheel height remains unchanged.



The S.KI LIGHT AK impresses with its stability during tipping, driving control and good road holding when cornering.

Trailers for the high-volume transport of agricultural products are becoming increasingly popular. Schmitz Cargobull is therefore now offering its S.KI LIGHT tipper semi-trailer with an aluminium box body and tapered frame in the system length of 8.2m, in addition to system lengths of 9.6m and 10.5m. What's special about the new trailer? In agricultural use, Schmitz Cargobull customers can transport loads of up to 50m³ in volume with a short chassis. The 8.2m body length is more manoeuvrable and lighter compared to the larger 9.6m and 10.5m lengths. The trailers with a tapered chassis and the same volume offer a 160mm lower loading height in comparison to the standard chassis. This makes side loading even easier and helps to protect against damage. Due to the reduced loading edge height, rear loading and unloading are also made easier.

The reduced overall height results in the lowering of the trailer's centre of gravity, which improves stability during tipping, driving stability and road holding when cornering. In addition, driving through hall and barn doors and under silo-loading stations is safe and problem-free. The S.KI LIGHT AK is available in body sizes of 45 to 59m³. A special 80mm offset at the height of the landing gear allows the chassis to be recessed into the body floor at the front. The high-volume bodies with the proven, straight chassis frame are still available. ■ gw

Busy lightweight

The Ländliche Handels- und Transportgenossenschaft LHT Lützen eG (Rural Trade and Transport Co-operative Lützen) relies on the S.KI with the lightweight aluminium box body for its transport of grain, beets, lime and fertiliser.

The Lützen Rural Trade and Transport Cooperative (LHT) never runs out of work. After the region's farmers have been assisted in the harvesting of their summer crops, sugar beets must be transported to the sugar factories in autumn and winter. And because a harvester's work is never done, the employees of the Saxony-Anhalt-based cooperative spread lime and fertilizer on the fields in late winter and spring to ensure that good harvesting can be undertaken again in the following year.

Substantially more payload due to low unladen weight



Tipper trailers with bodies of up to 49m³ in volume are used for grain harvesting.

Cooperative Director Jens Keil can rely on his 30 S.KI tipper semi-trailers with an aluminium box body for his harvesting operations. The bodies, measuring up to 49m³, offer a low unladen weight. "This allows us to transport substantially more payload per trip," Keil says. "And the high-volume tippers with their modern equipment are also easy for drivers to operate." The 50-year-old is particularly proud of one thing: "We have worked with the new

on-board weighing system from the very beginning." The weighing system allows the driver to determine and document the vehicle's payload directly at the place of loading. The determined loading data can be called up by the driver immediately after the weighing process. "This allows us to optimise the utilisation of our tippers, save fuel and reduce wear," he adds.

The LHT Lützen was founded in the GDR in 1973 as the Agrochemical Centre (ACZ). Since 1992 the agricultural service company has continued to exist as a cooperative. Production costs are rising exorbitantly in the agricultural sector, as in other industries, representing a real challenge. "It is all the more important for us that the Schmitz Cargobull tippers offer a very good price-performance ratio," explains Keil, who is also responsible for

the cooperative's fleet and vehicle scheduling in the cooperative. As they have their own workshop in Lützen, they are also enthusiastic about the prompt and reliable spare parts deliveries from Schmitz Cargobull. "We have an excellent relationship with our sales contact at Schmitz Cargobull. The fact that we've been working together for more than 20 years really says it all." ■ gw

Sure thing

Whether slag, scrap or large-volume bulk material – with its variable and reliable S.KI and W.KI, the Magdeburg-based environmental service provider STORK always delivers.

Magdeburg's number one company in recycling, recovery and disposal – that's STORK Umweltdienste. Founded 25 years ago, the firm operates several processing plants and also uses mobile recycling equipment, for example for slag processing. It is particularly productive in the highly efficient recovery of metallic raw materials such as aluminium, copper and stainless steel. But that's not all. In order to offer customers complete solutions, STORK is also active in the field of demolition and earthworks. Construction residues can be transported away and recycled immediately by STORK using modern transport logistics. Even the handling of hazardous waste is no problem for the environmental service provider from the capital of Saxony-Anhalt. Thanks to a trimodal connection by road, rail and its own loading quay with access to the Elbe and the Mittelland Canal, STORK is well-positioned logistically. The company's own port location is also technically very well-equipped for the processing of dredged material and bentonite slurries.

The recycling firm doesn't compromise on the quality of its vehicle fleet. "Our entire fleet includes around 600 modern vehicles and construction machines," says Fleet Manager Danilo Till. For the transport of scrap and large-volume bulk materials, or of slag from waste to energy plants, STORK employs S.KI tippers from Schmitz Cargobull. Slag is transported away by a total of 20 S.KIs with bodies of 26 and 33m³ in volume, and scrap and bulk material by two tippers with 55m³ bodies. A sliding curtain trailer and several W.KI bulk goods rail containers complete the Schmitz Cargobull portfolio.



STORK is enthusiastic about the S.KI tippers' superb reliability.

"Our cooperation with Schmitz Cargobull in supplying tipper trailers has always gone smoothly over the past 10 years," says Till. And as the trailers are subjected to quite a lot of stress in their use, the trained freight forwarder places special emphasis on their reliability. "What really makes Schmitz Cargobull's tippers stand out is their low susceptibility to electrical and chassis failures," he adds. ■ gw

Your Shortcut

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Responsible for the publisher:
Anna Stuhlmeier (ast), anna.stuhlmeier@cargobull.com

Schmitz Cargobull Editorial Director: Silke Hesener (sh)

Project management ETM corporate publishing:
Georg Weinand (gw)

Editorial team: Georg Weinand (gw), Daniel Große (dg)

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