**Press Release**

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Schmitz Cargobull AG

**Innovative cooling and drive technology for sustainable and economically efficient transport**

**Tevex Logistics is adding a total of 166 new refrigerated vehicles from Schmitz Cargobull to its fleet – the first new recruits are two specialist trailers designed for emission-free refrigerated transport**

**May 2025 – For its sustainable refrigerated transport business, Tevex Logistics GmbH is adding two new Schmitz Cargobull refrigerated vehicles to its fleet: an all-electric S.KOe COOL box body semi-trailer and an S.KO COOL box body semi-trailer equipped with an S.CU d80 ePTO ready cooling unit. This cooling unit allows emission-free operation when connected to an electric power take-off in an electric tractor unit. They are the first deliveries from an order comprising a total of 166 refrigerated box body semi-trailers, which was placed during the IAA trade fair last year.**

During a visit to the Vreden production plant, Andreas Schmitz, CEO of Schmitz Cargobull AG, Frank Reppenhagen, Director of the West Europe Region, and Rene Lemke, Regional Sales Manager for Bielefeld, officially handed over the two “electrified” box body semi-trailers to Dirk Mutlak, the Managing Director of Tevex Logistics, and Sven Masuhr, Head of Carrier Management at Tevex Logistics. During the handover ceremony, the advantages of the two box body semi-trailers were presented in detail, and their various functions were showcased in a practical demonstration. The S.KO COOL box body semi-trailer features shared branding for both Tevex Logistics and Schmitz Cargobull and is also marked with information about the ePTO interface.

“With these two innovations in energy supply, we are enhancing our cutting-edge fleet and making huge strides towards decarbonisation. On this journey, we are investing in all of the latest technologies and are very happy with the advanced solutions created by our long-standing partner Schmitz Cargobull. With Schmitz

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Cargobull refrigerated vehicles, we can achieve considerable CO2 savings thanks to the outstanding k-value”, emphasised Mutlak.

Schmitz added: “We have enjoyed a successful bond and working relationship with Tevex Logistics for many years now. With the box body semi-trailers delivered today, we are once again raising the bar for economically efficient and sustainable temperature-controlled transport. Our new S.CU d80 cooling unit with an ePTO interface offers maximum flexibility. It is able to run exclusively on electric energy and – thanks to an additional diesel drive – can still guarantee full supply reliability, even in the event of an electrical power failure. As there is no high-voltage battery or electric axle, we are also able to keep investment costs low for the transport company – an important step towards future-viable, sustainable refrigerated transport.”

An ePTO (electric power take-off) on the electric tractor unit allows additional consumers, such as the transport cooling unit on a refrigerated box body semi-trailer, to run purely on electricity. The transport cooling unit itself can be either a purely electric or a diesel-powered cooling system. The Schmitz Cargobull S.CU d80 ePTO ready can be run exclusively on electrical energy when combined with an e-truck. The electric tractor unit’s traction battery supplies the transport cooling unit with electrical energy via the ePTO. The S.CU d80 ePTO ready remains equipped with a diesel generator set, which supplies the cooling unit with energy if the electrical power supply fails. The control in Schmitz Cargobull’s S.CU cooling unit automatically switches back and forth between the ePTO and the diesel generator, ensuring that the S.CU remains operational at all times thanks to the two different energy sources. This is the ideal solution for refrigerated logistics providers as it guarantees maximum flexibility within a mixed fleet, regardless of the drive system and truck brand.

For emission-free transport of temperature-controlled freight, Schmitz Cargobull has launched an all-electric box body semi-trailer, the S.KOe COOL, which is equipped with an electric cooling unit with built-in power electronics, a high-voltage battery system and an electric generator axle. The type-approved Schmitz Cargobull generator axle recuperates energy from certain speeds and

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during braking manoeuvres, thereby extending the cooling unit’s operating time and reducing the time needed to recharge the battery via the power grid. With its battery capacity of 32 kWh, stand-alone electrical operation of 4.5 to 18 hours

can be ensured without the need to recharge via the generator axle or the power grid, depending on usage and requirements. The CEE three-phase connection installed on the cooling unit is used to recharge from the power grid, a process that takes about two hours.

Tevex Logistics is a leading provider of logistics and transport solutions with many years of experience in international long-distance transport. In addition to road haulage, the business, that is based in Rheda-Wiedenbrück in north-west Germany, also deal in non-domestic container transport. The company has a particular focus on ultra-fresh transport and a sustainable carbon footprint.

**About Schmitz Cargobull**

Schmitz Cargobull is the leading manufacturer of semi-trailers for temperature-controlled freight, general cargo and bulk goods in Europe, and a pioneer in digital solutions for trailer services and improved connectivity. The company also manufactures transport cooling units for refrigerated box body semi-trailers for temperature-controlled freight transport. With a comprehensive range of services from financing, spare parts supply, service contracts and telematics solutions to used vehicle trading, Schmitz Cargobull supports its customers in optimising their total cost of ownership (TCO) and digital transformation. Schmitz Cargobull was founded in 1892 in Münsterland, Germany. The family-run company produces around 60,000 vehicles per year with over 6,000 employees, and generated a turnover of around €2.4 billion in the 2023/24 financial year. The international production network currently comprises ten plants in Germany, Lithuania, Spain, England, Turkey, Slovakia and Australia.

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