**Press Release**

**2022-703**

Schmitz Cargobull AG  
**New Schmitz Cargobull tipper trailer for even greater payload**

* **New generation of bodies and frames for weight savings of up to 230\* kg with the new Schmitz Cargobull S.KI**
* **New bodies also available for the M.KI truck tipper body**
* **Redesigned underride guard: Simple handling and high clearance**
* **10-year warranty against rust-through for the S.KI frame generation with a galvanised design**
* **Production on the new S.KI tipper semi-trailer is scheduled to start at the end of the 1st quarter of 2023**
* **First place at the Best Brand Awards in the "Tipper" category**

June 2022 – The new Schmitz Cargobull S.KI tipper trailer not only impresses with its greater payload capacity of up to 230 kg; it also scores points for its improved handling and robust, reliable product quality thanks to the new generation of frames and bodies.

The S.KI tipper trailer’s steel chassis frames have always been characterised by an ideal balance between weight optimisation, robust durability and tipping stability during day-to-day use. The fundamental redesign of the modular frame has enabled weight savings of 45 to 110 kg to be achieved in the S.KI tipper semi-trailer depending on the length and frame design. The new modular frame system for all trailer lengths is available in a Standard, Light or Heavy-Duty design depending on the level of use. The design of the crossbeams provides even greater stability and ensures a longer service life of the chassis due to optimum corrosion protection. The frame design has also been enhanced for painting and galvanisation. Schmitz Cargobull grants customers a 10-year warranty against rust-through for the galvanised S.KI frame generation. Painted frames also offer better protection against corrosion. Customers benefit from a high resale value thanks to lower loss of value.

The new LIGHT frame of the S.KI variants was specifically developed for payload-optimised use on roads, construction sites, and light off-road routes. This innovation is one of the

**2022-703**

lightest steel chassis frames on the market. It offers both greater stability and torsional rigidity while tipping, and also better economic efficiency during day-to-day use.

Four different frame lengths are available (system lengths 7.2, 8.2, 9.6, 10.5), depending on the application, load level and desired body volume. In addition to the STANDARD version, a LIGHT version for especially high payload or a HEAVY-DUTY version for particularly heavy-duty use are also available.

The weight of the new rounded steel body with a loading volume of 24 m³ has been optimised for use on building sites. Weight savings of up to 180 kg\* have been achieved here. The wide flat floor ensures a lower centre of gravity, helping to deliver optimum handling and even wear. The upper lips have been redesigned with an enhanced cross-section to increase vertical and horizontal rigidity, which makes the rounded steel body even more stable. Lateral deformation of the upper lips as a result of load pressure has been significantly reduced, meaning they run a lot better and sliding-tarpaulin-style body covers are now even safer.

The underride guard meets all the criteria set out in ECE-R58.03. The weight has been reduced here, too, and handling has improved. The folding mechanism allows for easy operation from one side and, when folded up, provides good ground clearance of 728 mm. This enables easy manoeuvring up to the road paver. The electro-pneumatic underride guard with sensors for the LED position indicator has also undergone a makeover with optimised mechanics and cable guide. The sensors record the driving and unloading position, which means that the underride guard can be operated safely from the driver’s cab.

The standard tail light position has once again been modified for transporting bulk goods and asphalt. It is now available as a version that is 140 mm higher and 80 mm set back, which creates a greater distance to the bulk cargo (e.g. asphalt) during unloading. As a result, the risk of damage to the underride guard bracket is reduced, while taking legal regulations into account.

Production on the new S.KI tipper semi-trailer is scheduled to start at the end of the 1st quarter of 2023.   
\* Reference vehicle (S.KI Solid 7.2 with dropside height of 1,460 mm and floor/side wall combination of 5/4 mm with external tailgate)

**2022-703**

**New generation of bodies also available for the M.KI truck tipper body**

For 4-axle tractor units, Schmitz Cargobull offers a custom-fit M.KI body with a volume of 16 to 23 m3. Like the tipper semi-trailer, the basis for the truck bodies is a rounded steel body made of highly wear and dent-resistant steel.

Thanks to the flexible Schmitz Cargobull module system, an even greater range of variants are now available here, too. For instance, in addition to the existing construction lengths of 5.5 m and 5.8 m, a vehicle with a construction length of 5.2 m is now available to be used with tractors with a shorter wheelbase or longer driver’s cab. The Gotha-based product experts managed to save 87 kg of weight compared to the similar SR14 body here, too. With a range of floor thickness options from 5 to 10 mm, side wall thickness options from 4 to 8 mm, and various dropside heights of 1,300, 1,460, 1,560, 1,660 mm and an array of rear wall options, the tipper truck bodies are suited to almost any transport job.

For the rear panel, Schmitz Cargobull offers either internal tailgates with a chute or external tailgates with a full seal. Both options are available with either a slider or a hydraulic system. The body cover can be opened and closed either conventionally from the floor as a rolling tarpaulin or safely and conveniently by remote control as an electric sliding tarpaulin.

For the first time, Schmitz Cargobull wins the "Best Brand Awards" in the tipper category in the ETM Verlag readers' poll! This means that we are not only the front-runner in the trailer box body/refrigerated body and trailer tarpaulin/curtainsider categories, but now also in this category and are delighted about this prestigious, industry-specific award!

**About Schmitz Cargobull**

With an annual production of around 42,500 trailers and with around 5,700 employees, Schmitz Cargobull AG is Europe’s leading manufacturer of semi-trailers, trailers and truck bodies for temperature-controlled freight, general cargo and bulk goods. The company achieved sales of approximately €1.74 billion in the 2020/21 financial year. As a pioneer in the industry, the North German company developed a comprehensive brand strategy early on and consistently established quality standards spanning every level: from research and development, through production and service contracts, to trailer telematics, financing, spare parts, and used vehicles.

**The Schmitz Cargobull press team:**

Anna Stuhlmeier +49 2558 81-1340 I [anna.stuhlmeier@cargobull.com](https://cargobull.sharepoint.com/sites/MarCom_PR/Freigegebene%20Dokumente/Press_PR/01_Presse-Informationen/01_PRESSE-STICKS/02_Schmitz%20Cargobull%20BAUMA%20Medien-Dialog%202022/anna.stuhlmeier@cargobull.com)

Andrea Beckonert +49 2558 81-1321 I [andrea.beckonert@cargobull.com](https://cargobull.sharepoint.com/sites/MarCom_PR/Freigegebene%20Dokumente/Press_PR/01_Presse-Informationen/01_PRESSE-STICKS/02_Schmitz%20Cargobull%20BAUMA%20Medien-Dialog%202022/andrea.beckonert@cargobull.com)

Silke Hesener: +49 2558 81-1501 I [silke.hesener@cargobull.com](https://cargobull.sharepoint.com/sites/MarCom_PR/Freigegebene%20Dokumente/Press_PR/01_Presse-Informationen/01_PRESSE-STICKS/02_Schmitz%20Cargobull%20BAUMA%20Medien-Dialog%202022/silke.hesener@cargobull.com)