**Press Release**

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Schmitz Cargobull AG

**Added payload and smart weight recording with the S.KI tipper trailer from Schmitz Cargobull**

**New generation of body and frame for the Schmitz Cargobull S.KI tipper trailer – up to 280 kg lighter – with optional digital on-board weighing system**

November 2023 – With an enhanced frame and body generation, the new Schmitz Cargobull S.KI tipper trailer not only features improved payload capacity up to 280\* kg (50 kg running gear, 180 kg body, 50 kg frame); it also impresses with improved handling and robust, reliable product quality. The vehicle on show at the trade fair is equipped with a hydraulically operated tailgate, asphalt pusher, and sliding tarpaulin. The pneumatic underride guard rounds off a tipper trailer equipment package that significantly increases convenience and safety.

The improved rounded steel body with a loading volume of 24 m³ has been designed for use on building sites and is now 180 kg lighter. With a wide, flat floor, the vehicle has a low centre of gravity to ensure optimum handling and an even spread of 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. As a result, sliding-tarpaulin-style body covers slide a lot better and are now even safer.

Depending on the construction length and frame design, the fully updated modular frame system is anything from 53 to 110 kg lighter. 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. Further weight savings of 50 kg have been achieved with the new running gear. However, one thing that has not changed: Schmitz Cargobull grants customers a ten-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.

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The standard tail light position has 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.

*\* 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)*

**Hydraulic tailgate**

Through the use of three different operating modes, hydraulic tailgates enable the safe tipping of both fine-grained and coarse bulk materials. Individual applications can be covered with a single tailgate, which increases the efficiency of a tipper trailer body. The switch for manual operation is located on the chassis or in the driver’s cab, meaning it is outside the tailgate’s operating range for safe and secure closing.

**Pneumatic underride guard**

The electro-pneumatic underride guard with sensors for the LED position indicator has undergone a makeover with optimised mechanics and cable guide. The time saved through the faster operation of the underride guard also increases the vehicle’s economic efficiency. The sensors record the driving and unloading position, which means that the underride guard can be operated safely from the driver’s cab. Visual position displays from the driver’s bag and the elimination of physically tough manual work for the driver also increase occupational safety. The automatic lowering of the underride guard from a vehicle speed of over 16 km/h also prevents incorrect operation and increases road safety.

**New digital on-board weighing system**

To prevent overloading and speed up workflows, Schmitz Cargobull is making an on-board weighing system available as an option for tipper trailers. This means that both the trailers and the roads suffer less wear and also saves fuel costs and reduces CO2 emissions.

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The on-board weighing system, which is calibrated ex works, 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 to a stationary weighing system, which saves time. Operation of the on-board weighing system is intuitive, whether via the supplied screen or via smartphone in the beSmart app. The calculated cargo data can be called up by the driver immediately after weighing. The Schmitz Cargobull telematics allow the data to then be transferred and processed further in the TrailerConnect® portal.

**About Schmitz Cargobull**

Schmitz Cargobull is a leading manufacturer of semi-trailers for temperature-controlled freight, general cargo and bulk goods in Europe, and a pioneering provider of digital solutions for trailer services and improved connectivity. For temperature-controlled goods transport, the company also produces transport cooling units for semi-trailers. With a comprehensive portfolio of financing, spare parts supply, service contracts, telematics solutions, and even used vehicle sales, Schmitz Cargobull helps it customers to optimise the total cost of ownership (TCO) and digital transformation.

Schmitz Cargobull was founded in the Münsterland region of Germany in 1892. With over 6,000 employees, the family-run company produces around 60,000 vehicles each year and generated revenue of around €2.6 billion in the 2022/2023 financial year. The international production network currently comprises ten factories in Germany, Lithuania, Spain, the UK, Turkey, Slovakia and Australia.

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