

The company Schmitz Cargobull

in 2021 again expanded its offering for intermodal transport by including trailers for exchangeable superstructure. In the production of exchangeable superstructures and trailers, Schmitz Cargobull joins a production partnership with a major company for the production of exchangeable superstructures Kerex in Michalovce and opens its own branch in the company's modern facility in eastern Slovakia.



At the Schmitz Cargobull branch in Michalovce are they assembled A.WF and Z.WF trailers in accordance with the strict standards of the strongest manufacturer of semi-trailers and trailers in Europe.

Branch of Schmitz Cargobull Michalovce, LTD., was established in July 2019, after the phase of establishing itself and preparations for production, the company began to produce A.WF (trailer swap chassis) and Z.WF (central axle chassis) exchange chassis in 2021 for sets with a total length of up to 18,750 meters. Both vehicles are now available in three variants for standardized exchange boxes up to 20'. The respective variants – A.WF/Z.WF 18, A.WF/Z.WF 18 Midi and A.WF/Z.WF 18 Maxi – are optimized for different parking heights from 1,020 millimeters to 1,320 millimeters.

A.WF trailer chassis from Schmitz Cargobull are robust, variable and with a ten-year warranty against rusting. The exchangeable superstructure of the trailer has an extendable drawbar. This means that A.WF can also be used for different lengths of motor vehicles. Maneuverability is ensured by a chassis with a modest swivel ring above the first axle of the trailer, the lines of which can optionally be guided through the frame. The sec-



ond axle of the trailer is ROTOS and is the result of Schmitz Cargobull's own development. Both axles can be raised and lowered using air suspension bellows for the various mentioned parking heights. For this purpose, the two lift valves to the beam I on the left side are used. Maneuverability is ensured by a chassis with a modest swivel ring above the first axle of the trailer, the lines of which can optionally be guided through the frame. The second axle of the trailer is ROTOS and is the result of Schmitz Cargobull's own development. Both axles can be raised and lowered using air cushioning for the various mentioned parking heights. For this purpose, there are two lift valves to the beam I on the left side.

The central axle chassis Z.WF with exchangeable superstructure from Schmitz Cargobull can also adjust height using the lifting and lowering valve on the stringer. Due to the fact that the ROTOS Z.WF axles are close together due to design reasons, the trailer manufacturer got rid of the second valve and controls both axles simultaneously. However, the Z.WF remains variable, as the towing tube of the central axle trailer is telescopic (4 x 100 millimeters) and can be locked with a mechanical lock. For stability, especially during loading forklifts, the Z.WF also has two pairs of support legs installed in front of the first and last axle positions, which can be manually extended and inserted by using a winch.

On both vehicles, there are four galvanized and hinged container caps ensuring the correct fixing of the exchange boxes. The standardized comfort package is completed by galvanized guide rollers and galvanized folding stops. Additional headlights in the rear of the A.WF or Z.WF are optional, which should ensure greater safety at work.

The chassis of the A.WF and Z.WF trailers can be seen directly at the headquarters of the importer Central Europe Trailer (CET) in Senec. „We are pleased that Schmitz Cargobull has already its own production branch in Slovakia and works tight in cooperation with the Kerex company and offers high quality products that expand the Schmitz Cargobull semi-trailer and trailer portfolio – the best on the European market. Our customers get additional opportunities to use the highest quality products in the field of trailers on our market,” says Jaroslav Čechovič, CEO of Central Europe Trailer, a long-time importer of Schmitz Cargobull vehicles in Slovakia.



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