**Press Release**

**2024-704**

Schmitz Cargobull AG
**Schmitz Cargobull S.KI tipper semi-trailer for even greater payload**

* **With TrailerConnect® trailer telematics including**
* **Tyre pressure monitoring system (TPMS) with auto-location**
* **Digital on-board weighing system**
* **Cargo area and rear area camera**

September 2024 – The Schmitz Cargobull S.KI tipper semi-trailer is winning over customers not only with its improved payload capacity, but also with its convenient ease of use as well as enduring and reliable product quality. This weight-optimised, robust and universal construction-site vehicle boasts a loading volume of 24 m³. The wide flat floor ensures a lower centre of gravity, helping to ensure optimum handling and even wear. The redesigned upper lips now feature an enhanced cross-section to increase vertical and horizontal rigidity, making 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.

Popular among drivers, Schmitz Cargobull’s electric sliding tarpaulin enables the tarpaulins to be opened and closed safely by remote control, which also saves time. The design of the tailgate has also been optimised to cope with the tough operating conditions in bulk transport, while the external pendulum tailgate is specifically designed for partial unloading. Thanks to its high flexibility when it comes to loading goods, the S.KI tipper semi-trailer is very versatile and can help to avoid empty runs and improve profitability.

Schmitz Cargobull is equipping all S.KI tipper semi-trailers with the TrailerConnect® telematics system as standard. Apart from enhanced vehicle safety, this includes various monitoring and control functions that can be individually configured to meet customers’ needs. Alongside standard functions, including EBS operating data recording or the TPMS, optional functions, such as Tilting Assistant or the brake pad

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wear indicator, are also available. These functions help prevent breakdowns and accidents and increase efficiency at the same time.

The TPMS monitors the tyres in real time and warns of sudden or gradual loss of pressure. An early warning via the TrailerConnect® portal, by email, text message, the beSmart app for drivers or the beUpToDate app for dispatchers, increases safety for all road users and freight. This helps to avoid flat tyres and costly consequential damage, at the same time as minimising tyre wear and fuel consumption.

As well as covering the costs for replacing worn tyres, Schmitz Cargobull’s Full Service contract includes regular fleet checks, a Europe-wide breakdown service and the replacement of the TPMS system.

**Auto-location: automatic assignment to the correct tyre position**

With the help of the auto-location function, sensors from the Schmitz Cargobull TPMS\* can be automatically detected and assigned to the respective wheel position. As a result, the complicated, error-prone training and assignment process is no longer needed. This saves time and money, both for customers and in the workshop. After a spontaneous tyre change or a trip to the workshop, auto-location offers maximum safety and transparency straight away. Via the TrailerConnect® portal, the status of the tyres and the entire trailer can be easily and conveniently monitored in real time. In the event of abnormalities, alarm messages are issued by e-mail, SMS or app notifications (see also Press release 2024-154).

**Digital on-board weighing system**

To prevent overloading and ensure optimum loading, Schmitz Cargobull offers a new optional on-board weighing system. Vehicles, as well as roads, are therefore subject to less wear and tear, while also avoiding heavy penalties for overloading. The on-board weighing system allows the driver to determine and document the tipper semi-trailer’s payload at the location where the vehicle is loaded. As such, it is no longer necessary to drive to a stationary weighing system, which saves time. A correct payload increases driving and road safety as well as economic efficiency.

The equipment and make of the towing vehicle are irrelevant for the correct functioning of the weighing system. The on-board weighing system records the load on hydraulic cylinders and chassis to determine the payload. This weighing system,

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which is calibrated ex works, is particularly cost effective for customers and robust enough to withstand the tough everyday operating conditions of a tipper semi-trailer.

Operation is intuitive using a smartphone or tablet in the beSmart app. The loading data recorded can be accessed by the driver immediately after weighing. All data is then transmitted to the TrailerConnect® portal and processed there.

**Cargo and rear area camera systems**

Cargo and rear area cameras are optionally available for increased work safety. The cargo area camera provides a convenient overview of the load in the body. This reduces the risk of accidents for the driver as they can track the loading progress via the camera from the comfort of their cab. A reversing camera provides the necessary overview and protects against ramming damage when tipping or reversing. At the same time, this increases road safety, as the camera brings objects or people behind the trailer that cannot be seen in the exterior mirror into the field of vision.

All the necessary operations can be carried out from the cab, which ensures a safe and ergonomic working environment for the driver. This is thanks to the innovative equipment consisting of pneumatic underride guard, electric sliding tarpaulin, on-board weighing system and supporting camera systems.

The steel chassis frames of the S.KI tipper semi-trailer have always provided an ideal balance between weight optimisation, robust durability and tipping stability in daily use. The electro-pneumatic underride guard with sensors and LED position indicator now features optimised mechanics and a cable guide. The system records the driving and unloading position, displays this clearly to the driver in their rear-view mirror, making driving and unloading operations easier.

The pneumatic underride guard significantly increases comfort for the driver. The option to operate the guard from the chassis frame or a button in the cab saves time and increases occupational safety. With its galvanised S.KI frame generation, Schmitz Cargobull is granting customers a ten-year warranty against rust-through. Painted frames also offer better protection against corrosion. Customers will benefit from a high resale value thanks to lower loss of value.

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Four different frame lengths are available (7.2 m, 8.2 m, 9.6 m, 10.5 m), depending on the application, load level and required body volume. In addition to the STANDARD version, a LIGHT version for especially high payloads or a HEAVY-DUTY version are also available.

\*The TrailerConnect® TPMS is also technically compatible with the majority of sensors available on the market (in the EU). Only the original Schmitz Cargobull sensors are compliant with UN ECE R 141 for the TPMS including auto-location function.

**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 €2.6 billion in the 2022/23 financial year. The international production network currently comprises ten plants in Germany, Lithuania, Spain, England, Turkey, Slovakia and Australia.

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