**Press Release**

**2024-900**

Schmitz Cargobull AG

**Efficiency and safety in container transport**

* **Schmitz Cargobull S.CF container semi-trailer chassis renamed**
* **Facelift for all S.CF container semi-trailer chassis**
* **S.CF ALLROUND 20-45 is now available ex works with a stand-alone generator set**

June 2024 – New name with proven quality and functionality: Schmitz Cargobull has changed the names of its S.CF container semi-trailer chassis in order to reflect more clearly the individual purpose of the S.CF models.

In Europe, Schmitz Cargobull has four S.CF container semi-trailer chassis ranging from 20’ to 45’ for customers who specialise in container transport:

The S.CF ALLROUND 20-45 is designed for general transport operations and can carry all container sizes from 20’ to 45' (previously the “S.CF EURO”). The low unladen weight of the S.CF LIGHT 40/45 chassis is specifically designed for the transport of 40’ and 45’ containers (previously the “S.CF EURO LIGHT”). Both the S.CF DOCK 20/40 (previously the “S.CF LX”) and the S.CF DOCK+ 20-40 (previously the “S.CF MX”) container semi-trailer chassis are primarily designed to be used at ports and docks. Both benefit from the additional 20’ centre position. There are also S.CF models available for other markets. All chassis are characterised by their ease of operation, low maintenance and excellent quality.

The trailers have also undergone a complete facelift. SCB has opted for new side guards, a new in-house developed underride guard for optimised and more intuitive handling, as well as a more modern design. The rear extension, now damped by throttle valves, also aids easier and more convenient handling. Modern and innovative stickers with clear pictograms simplify operation, making it quick and intuitive. QR codes attached to the chassis link to videos in which operations (e.g. rear extension, underride guard,

container lock, front extension etc.) are clearly explained. A loading plan enables users to view the correct positioning of the container on the S.CF at a glance, thus avoiding loading delays.

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All container semi-trailer chassis are fitted ex works with the TrailerConnect® telematics system and also with a tyre pressure control system (TPCS), taking into account the upcoming tyre pressure control system requirement in the facelift. SCB container semi-trailer chassis are extremely robust and corrosion-resistant as they are hot galvanised.

**S.CF ALLROUND 20-45 with stand-alone generator set**

With immediate effect, the S.CF ALLROUND 20-45 container semi-trailer chassis can be fitted ex works with an optional generator set. This guarantees a continuous stand-alone energy supply to the electrically operated transport cooling unit on the container over several days. Temperature-controlled freight is therefore reliably en route to customers, independently of external energy sources.

Schmitz Cargobull is working on this with its partner Genmark B.V., one of the leading manufacturers of generator sets, which also has a large service network in Europe. UM5 generator sets have been specifically adapted to the S.CF ALLROUND 20-45 and feature the maximum ground clearance of 30 cm on the market. Their protected installation position thus minimises the risk of damage.

**https://www.cargobull.com/de/produkte/container-chassis**

**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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