**Press Release**

**2025-110**

**Schmitz Cargobull AG**   
**Robust, connected and with added payload**

**Schmitz Cargobull is showcasing its latest products and services for the construction industry at Bauma 2025**

* **Express delivery – S.KI SOLID SL 7.2 tipper semi-trailer with a rounded steel body**
* **Great insulation - S.KI LIGHT tipper semi-trailer with thermal insulation and digital on-board weighing system**
* **Large tailgate - S.KI SOLID tipper semi-trailer with a hydraulically operated tailgate**
* **Robust flexibility - Van Hool 20-foot tipper chassis with Schmitz Cargobull W.KI swap tipper body**
* **Safety and efficiency - Van Hool asphalt tanker**

February 2025 – Schmitz Cargobull is presenting the following exhibits at the BAUMA 2025:

1. **Express delivery – S.KI SOLID SL 7.2 tipper semi-trailer with a rounded steel body manufactured in just seven days**

The S.KI SOLID with a rounded steel body made from wear-proof, fine-grained steel is the benchmark for transport jobs on the construction site and is the best-selling model in Europe. Customers appreciate the flexibility and durability of the vehicle, which offers a high payload, long service life, exceptional driving stability thanks to its low centre of gravity, and a loading volume of 22–32 m3. In 2024, the S.KI SOLID was voted “Product of the Year” by readers of “Baugewerbe” magazine (a specialist publication for the construction industry), while the S.KI won

“Best Brand” in the awards voted for by readers of the trade journals “FERNFAHRER” and “trans aktuell”.

With the EXPRESS specification, the vehicle is available with an **extremely fast delivery time of just seven working days**. So, during peak order periods, customers no longer have to fall back on replacement or used vehicles, which

**2025-110**

are often not ideally suited to the task at hand, but can instead enjoy reliable, timely planning. Despite the short delivery time of seven working days between order receipt and delivery, numerous new vehicle configuration options are possible, even down to the paintwork.

Schmitz Cargobull S.KI tipper semi-trailers with a rounded steel body are an economical transport solution for transport on construction sites. They impress with their high wear resistance and repair-friendly design, which both contribute to outstanding economic efficiency. Furthermore, the tipper vehicle is also equipped with familiar features, like the robust body design for universal usage, a chassis frame in the standard design or weight-optimised LIGHT version. It has a low unladen weight, low life cycle costs and a long service life. Thanks to its robust design, the S.KI tipper trailer is ideal for frequent tipping operations, even over short distances. It is suitable for transporting abrasive material like sand and gravel and, if equipped with the corresponding features, for transporting large slabs of rock or concrete.

1. **Great insulation – S.KI LIGHT tipper semi-trailer with thermal insulation and digital on-board weighing system**

The weight-optimised S.KI LIGHT with a fully insulated aluminium box body meets the required insulation values (DIN standard 70001) and, with an even lower unladen weight (compared to the rounded steel body), offers a high payload. It is available with an unladen weight of 5.1t. Since the body’s external dimensions do not change significantly as a result, the tipper semi-trailer retains its low centre of gravity and can be combined with any of the trough covering options from the standard range. All Schmitz Cargobull thermal bodies have two easily accessible monitoring ports in each side wall. This enables manual temperature measurement to be carried out safely from ground level, directly within the freight area. The economically efficient vehicles stand out for their high payload, lightweight construction and ease of repair. The insulated version is available with a load volume of 23–28m³.

The tipper semi-trailer is equipped with a special paver brake to enable it to be used for this purpose. The paver brake applies a specific amount of brake pressure to the tipper semi-trailer’s brake system, making it easier to use on a road paver if

**2025-110**

necessary. Depending on the equipment, the paver brake can be operated via a switch in the cab or on the “Trailer Information System” operating unit, increasing comfort for the driver.

**Digital on-board weighing system**

To prevent overloading and ensure optimum loading, Schmitz Cargobull offers an optional **digital on-board weighing system**. With this on-board weighing system, the driver can verify and document that the tipper semi-trailer contains the optimum load at the loading location. It is no longer necessary to drive to a stationary weighing system, which saves time. The system can be operated intuitively from a smartphone or tablet using the beSmart app. The load data is then available to the driver straight after weighing. It is then transmitted to the TrailerConnect® portal, where it can be evaluated in a weight report, for example.

1. **Large tailgate – S.KI SOLID tipper semi-trailer with a hydraulically operated tailgate**

The S.KI SOLID tipper semi-trailer with a hydraulically operated tailgate is a universal and robust construction site vehicle, which is characterised by its high flexibility and economic efficiency. With a volume of 21–36m³ and a weight-optimised design, it offers a high payload and is ideal for heavy-duty use on the construction site.

**Innovative hydraulically operated tailgate for tippers:**

Whether you are loading gravel, rubble or sand, the large hydraulic tailgate is suited to all uses of a tipper semi-trailer. The tailgate is especially suited to frequent tipping and transporting heavily granulated materials. It comes with three functions that can be selected using a switch on the l-beam. For metered unloading, the freight can be unloaded using a slider, for example, in operating mode 1. In this case, the tailgate remains locked while tipping.

In operating mode 2, the tailgate uses the pendulum function and is opened by the load pressure. In operating mode 3, the hydraulically operated tailgate starts moving at the start of the tipping process and then opens all the way to provide a maximum opening cross-section. By a single rear wall, individual applications can be covered. The tipper vehicle is equipped with a robust body design for universal

**2025-110**

usage, while the chassis is available in the standard design or weight-optimised EXTRA LIGHT design. The optional galvanised frame is particularly robust and durable and comes with a 10-year warranty against rust-through. An additional, optional safety feature is the tilt angle warning function, which issues an acoustic and visual signal to warn the driver about unfavourable lateral tilt angles.

**Co-exhibitor Van Hool, represented by GRW Industrial Vehicles BV** Schmitz Cargobull’s booth will also feature two vehicles from the brand Van Hool for transporting liquids, highly viscous materials and dry bulk goods.

**1. Van Hool 20-foot tipper chassis with Schmitz Cargobull swap tipper body**

The Van Hool 20ft tipping chassis provides a robust and efficient solution for the transport and unloading of containers containing liquid or dry bulk materials. Built from high-strength materials, this chassis features an advanced tipping mechanism with secure locking systems, ensuring smooth and safe operation. Powered by a hydraulic power pack, the tipping function is easily controlled via a user-friendly cabinet located at the front of the trailer. Designed for compatibility with both bulk and liquid containers, the system includes a tundish for a secure connection. The chassis is protected by a specialized zinc-rich paint system, ensuring long-lasting durability. With its renowned Van Hool build quality, the 20ft Tipping Chassis is the ideal choice for industries requiring reliable handling of bulk materials or liquid containers. ADR approval is available upon request.

**Schmitz Cargobull swap tipper body**

W.KI swap tipper bulk goods containers from Schmitz Cargobull are made from high-strength steel. The containers are designed for use on roads, railways and ships and offer an array of advantages.

W.KI containers can be used for intermodal transport and can be easily swapped between various modes of transport thanks to the 20’ interface. Its robust design

made from high-strength steel makes it particularly durable. The steel base, which is 6 mm thick, and the side panels, which are 5 mm thick, guarantee

a high level of resilience. With a volume of approx. 21 m³, the container has plenty of space for a wide variety of bulk goods.

**2025-110**

Another highlight is the ability to stack multiple containers, even when loaded. The twistlock ISO container locks ensure a secure fixture. The external tailgate with a 90° pendulum function, rubber seal and roller tarpaulin as a cost-effective cover protect the freight from moisture and winds, while reducing air resistance at the same time. A timesaving sliding cover is also available as an option, making the container easier to open and close.

**2.** **Van Hool Bitumen Tanker**

Van Hool Bitumen Tankers are expertly engineered for the safe and efficient transport of bitumen and other high-viscosity materials. Constructed from durable, heat-resistant steel and featuring advanced thermal insulation, these tankers ensure secure delivery even under extreme temperature conditions. Available in a variety of capacities, Van Hool Bitumen Tankers can be fitted with high-performance heating systems to maintain optimal fluidity during transit, ensuring smooth unloading and minimal product loss. With reinforced stainless-steel construction, they meet stringent international safety standards and are equipped with cutting-edge monitoring and control systems. These tankers are the ideal solution for road construction, asphalt manufacturing, and other industrial applications.

**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 €2.4 billion in the 2023/24 financial year. The international production network currently comprises ten plants in Germany, Lithuania, Spain, England, Turkey, Slovakia and Australia.

**The Schmitz Cargobull press team:**

Anna Stuhlmeier +49 2558 81-1340 I [anna.stuhlmeier@cargobull.com](mailto:anna.stuhlmeier@cargobull.com)

Andrea Beckonert +49 2558 81-1321 I [andrea.beckonert@cargobull.com](mailto:andrea.beckonert@cargobull.com)  
Silke Hesener +49 2558 81-1501 I [silke.hesener@cargobull.com](mailto:silke.hesener@cargobull.com)