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Presseinformation vom 09. September 2022

One chassis for all container sizes

The three-axle semitrailers of Type SDS 380 in gooseneck design are more flexible in use than almost any other chassis: they can be used to transport 20-, 30-, 40- or even 45-foot containers. In the standard position, the semitrailer accommodates 20-foot containers; when the rear extension is moved out as far as the first stage, the chassis can hold either one 30-foot container, two 20-foot containers or one 40-foot container. In the second stage, there is even space for a 45-foot container with gooseneck tunnel. The underride guard is mounted on rollers, serves at the same time as a rear extension and is cranked out by hand. Despite its great flexibility, the gooseneck chassis offers an excellent payload/unladen weight ratio: with an unladen weight in the basic version of only around 4700 kilos, the payload is 33,300 kilos.

The centre supports for containers without a tunnel can be folded down, the container positioner can be plugged in, as can the plug-in adapter for the front locking, for locking containers without tunnel from below. When it comes to container locks, customers can choose between the Quick-Lock and Twistlock system.

The SDS 380 rolls on SAF disk brake axles; for demonstration purposes, the trade fair vehicle has steel rims on the galvanised side of the frame, lightweight aluminium rims on the painted side. Every axle is measured and precisely set using lasers at the factory, thus reducing wear on tyres and ensuring lower fuel consumption. In addition, the first axle is designed as an automatic lift axle, including forced lowering and approach aid: If the towing vehicle has little traction, the first axle can be raised even under load so that more load acts on the drive axle; from a speed of 25 km/h, the axle is lowered again automatically. A slightly offset wheelbase allows a total train weight of 44 tonnes – important for combined transport.

Two LED lights on the rear illuminate the working area to the rear of the vehicle, and the light clusters, side marking lights, position and tracking lights are also in LED design. The mud flap extends over the entire width, which improves vision for drivers behind the vehicle.

Using the trade fair vehicle, Fliegl demonstrates the possibilities of anti-corrosion protection: one side of the trailer is hot-dip galvanised and passivated, the other painted – the customer has the choice. No matter what the customer decides, in any case, the extendable underride guard is galvanised and particularly durable. As the only vehicle manufacturer on the market, Fliegl also considers the air spring supports; located at the lowest point of the vehicle, they are permanently

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exposed to dirt and moisture. Thanks to hot-dip galvanised air spring arms, nothing stands in the way of a long service life.

Key points at a glance

- Three-axle container semitrailer, Type SDS 380 in gooseneck version
- Unladen weight, basic version: 4700 kg payload: 33,300 kg
- Underride guard, roller-mounted and extendable via hand crank
- First axle as lift axle including approach aid and forced lowering
- Chassis optionally hot-dip galvanised and passivated, or painted
- Slightly offset wheelbase for 44 tonnes in combined transport
- Brackets for 20-, 30-, 40- and 45-foot containers

Fliegl Trailer at IAA transportation in Hannover: **Hall 27/C37** and open area **K42**.

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