

Fliegl Fahrzeugbau GmbH
Oberpöllnitzer Str. 8
D-07819 Triptis
Telefon +49 (0)36482 830-0
Telefax +49 (0)36482 830-60
eMail presse@fliegl-fahrzeugbau.de
Internet <http://www.fliegl.com>



Presseinformation vom 09. September 2022

Extremely flexible transportation – thanks to the Vario chassis V3+

Transportation of a wide range of different swap containers with enormous lifting capacity – the Fliegl Vario chassis V3+ makes it possible. 20-, 30-, 40-foot containers, two 20-foot or even one 45-foot container, thanks to the front and rear extension and centre telescoping function, the V3+ can be quickly adapted for the respective application. Moreover, with an unladen weight starting from 4,700 kg, it offers a considerable payload plus and requires no special permit to transport 45-foot containers.

Foldable centre supports mean that the V3+ can accommodate containers with and without gooseneck tunnels. The chassis can be extended individually in three ways: The roller-mounted front extension with new folding lock integrated in the chassis (hence V3+) can be pulled out manually, while the rear extension, also mounted on rollers, is operated with a hand crank. The centre telescoping is designed as a telescoping backbone chassis with bolt locking. The low chassis frame neck corresponds to the height of the container lock, which means that the V3+ can be driven with a low semi-trailer height – ideal where there are height restrictions in cross-border transport and transport in Switzerland.

A slightly offset wheelbase allows a maximum permissible total weight of 44 t in combined transport. The clever design of the Vario chassis provides maximum variability and optimum load distribution. The 1st axle is designed as a lift axle and serves as an approach aid, including forced lowering: Up to an axle overload of 30% and a maximum speed of 25 km/h, the axle can be raised even under load. This provides more downward pressure on the fifth-wheel plate and increased traction on wet, slippery subsurfaces. From a speed of 25 km/h, the axle is lowered again automatically. The Tele Control axle relief function facilitates telescoping, and like every axle which leaves the Fliegl factory, the three SAF disk brake axles are measured and precisely set using lasers – reducing wear on tyres and ensuring a lower fuel consumption. Lightweight aluminium rims contribute to the low unladen weight.

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. A fire

Ihre Ansprechpartner am Telefon

Tina Böttcher +49 (0)36482 830-218

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extinguisher including storage box and a spare wheel holder are also on board. The mud flap extends over the entire width, which improves vision for drivers behind the vehicle.

Lasting protection against corrosion is guaranteed; Fliegl offers a 10-year warranty against perforation corrosion. Both the front and the rear extension are high-quality hot-dip galvanised. 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 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

- 3-Axle container semi-trailer Vario, Type SDS 380 V3+
- Unladen weight approx. 4,700 kg, payload approx. 33,330 kg
- Chassis can be telescoped at the front, centre and rear; for 20-, 30-, 40- and 45-foot containers; also for two 20-foot containers
- 1st axle lift axle including approach aid and forced lowering
- Offset wheelbase for 44 t total train weight in combined transport
- Premium LED package, fire extinguisher, spare wheel holder, axle load detection

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

Your contact person for further information:

Tina Mészáros
Tel.: 036482 830-218
Mobil: 01514 0237361

Ihre Ansprechpartner am Telefon

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