

Press release from 05 September 2023

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## More efficiency in coil transport Particularly light trailers for Belgium

Although the permissible total weight in Belgium is 44,000 kilograms, the trend there is also towards particularly light vehicles. Whether for more payload or fuel savings on empty runs - the lighter the trailer, the more efficient the transport. Fliegl dealer Sylvain Bonni in Liège, Belgium, known as B-Trailer, recently handed over 25 particularly light trailers to the Magetra Group and Frisaye: **20 RoadRunners** in the Ultralight **version** and **5** in the **Greenlight version**, each equipped with coil recesses.

With the Fliegl **RoadRunner Ultralight** curtainsider semi-trailer, the name says it all: thanks to its ultra-lightweight construction, it rolls to the start with an unladen weight of only 5.9 t, depending on the equipment. The **Greenlight version** is only slightly heavier at 6.3 tonnes. Nevertheless, the payload is more than 33,000 kilograms for the **Ultralight** and 32,680 kilograms for the **Greenlight**, enough for the extremely heavy coils that find space in the **8,040** millimetre long coil trough. This convinced the two large hauliers, who are taking Fliegl trailers into their fleets for the first time.



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Besides efficiency, load securing is the be-all and end-all of transport, which is why the **RoadRunner Ultralight** offers various lashing options: In the area of the coil well with 6 coil supports (8 on the Greenlight), 18 lashing eyes with a tensile force of 5000 kilograms each are recessed. Tension belts can also be hooked into the **load-lock profile**, i.e. the slightly sloping outer frame. The 140-millimetre-high **crash blocker** at the front also contributes to more safety; a **heavy-blocker impact protection is** installed at the rear.

Both the **Ultralight** and the **Greenlight have a** 30-millimetre-thick floor made of all-round jointed screen printing plates designed for a forklift axle load of up to 5,600 kilograms. When loading from above by crane, the **Fliegl Blitz roof** pays off: the sliding roof is pushed forward in a few seconds. Thanks to **Fliegl's Roof non-elastic**, the particularly stable roof spar, it does not bend even when the stanchions are pushed to the side - the full loading height is maintained. The sliding tarpaulin is particularly robust thanks to welded-in horizontal and vertical straps, and the stainless steel tension locks are extremely durable.



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Thanks to the slightly offset axle spacing, the trailers may also reach a gross train weight of 44,000 kilograms in combined transport in Germany. Both **RoadRunner variants** run with SAF disc brake axles, and thanks to axle load recognition via the EBS signal, the driver always has the correct weight in view. All axles used by Fliegl are measured by laser in the factory and precisely adjusted, which ensures low tyre wear and low consumption thanks to lower rolling resistance. On the **Ultralight**, the aluminium rims contribute to the low overall weight; the **Greenlight is** equipped with steel rims.



Like every Fliegl trailer, the lightweight **RoadRunners** are also equipped with clever details. With the patented door lock **I-Lock**, the hooks of the door wings engage directly in a recess in the frame, thus eliminating the usual counterpart; this saves power and prevents damage during loading. For the **Greenlight version**, the customer opted for spray flaps that extend across the entire width; this improves visibility for following traffic in the rain. Speaking of visibility: two LED worklights at the rear of the vehicles ensure optimal illumination when manoeuvring.

On both variants, the body is DIN EN 12642 Code XL certified. Fliegl offers a **10-year warranty against rust-through on the** painted frame.

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### The most important at a glance

#### 3-axle curtainsider semi-trailer, type SDS 390 **RoadRunner Greenlight Coil** and **Ultralight Coil**

- Payload: **over 33,000 kg** with the **Ultralight**: over 32,600 kg with the **Greenlight**
- Unladen weight from **only 5.9 t** for the **Ultralight**; **only 6.3 t** for the **Greenlight**
- Coil trough **over 8,000 mm** long, with 6 supports on the Greenlight; 8 on the **Ultralight**
- 18 lashing eyes with 5000 kg tensile force each
- Offset axle spacing for 44,000 kg in combined transport
- Integrated, patented door lock **I-Lock**
- **Crash blocker** made of steel, bottom inside, **140 mm high**
- **Fliegl Blitz soft top**, L-roof spar and **Roof non-elastic**
- Structure certified according to EN 12642 XL

### INNOVATING FOR YOU - More than just a slogan

The company was founded in 1991 by Helmut Fliegl in Triptis/Thuringia. On the site of a former agricultural repair plant for axles and steering systems, one of the largest series manufacturers of commercial vehicles in Europe has since developed. In 2005, with the opening of "Plant II", one of the most modern production facilities for curtainsider semi-trailers, container chassis and tipper trailers was put into service. The product capacity in Plant II - in combination with extremely short production times - guarantees that Fliegl, as a large-scale manufacturer, can successfully market its products throughout Europe. At the same time, the modern production facilities in "Plant I" ensure that special vehicle construction or order-related customised products continue to be manufactured reliably. The entire company is based on a sustainable product philosophy. Electricity is generated via photovoltaics and a combined heat and power plant, and the surplus is fed into the public grid. Thanks to these and many other measures - energy efficiency in the paint shop, complete LED lighting, use of recuperation in the high-bay warehouse - the company was already awarded the German Sustainability Award in 2016. The complete range of products and services of Fliegl Fahrzeugbau GmbH is available around the clock online at [www.fliegl-trailer.com](http://www.fliegl-trailer.com).

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