

Press release 05 October 2023

Fliegl SDS 390 and Volvo FH Electric - an efficient combination

Behind a modern tractor unit belongs a modern trailer. When the Gahr International haulage company from Leiblfing recently added the new Volvo FH Electric to its fleet, the company opted for a new three-axle curtainsider semi-trailer from Fliegl. "On the one hand, the criterion '**Made in Germany**' was decisive, on the other hand, the SDS 390 offers **MaxiRunner** exactly the right coupling height of 1070 mm for the E-Volvo. millimetres," says Günther Ott, fleet manager at Gahr. The trailers of other manufacturers would first have had to be extensively converted.

Keeping the unladen weight as low as possible contributes to an efficient train combination; especially with electric trucks, this allows the range to be increased. With an unladen weight of only around **5.9 tonnes**, the trailer offers a permissible payload of **29,090 kilograms**. More than enough for the intended use: Gahr mainly transports parts for automotive logistics, the payload is usually between 8 and 16 tonnes.



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The chassis of the SDS 390 has been manufactured with a low pre-tension in the front area, and tensioning straps can be hooked quickly and easily into the slightly sloping outer frame with **load-lock profile**. The **140 millimetre** high steel **crash blocker** at the front and the **20 millimetre** high pallet stops mounted on both sides contribute to greater safety.

with. Due to the stops, among other things, the trailer complies with the load securing guideline DL 9.5; in combination with the aluminium insertion slats, the SDS 390 **MaxiRunner** is certified according to Code XL.

The side tarpaulins are very robust thanks to welded-in horizontal and vertical belts, and the stainless steel tension locks are particularly durable. To ensure that the loading floor can also be driven on by heavy forklifts with an axle load of up to **7,100 kg**, the **30 millimetre** thick screen printing plates are supported on 8 longitudinal beams.



To maintain full loading height when loading from the side, Fliegl uses its special **non-elastic roof bar** made of high-strength aluminium.

This does not bend over its full width even when the stanchions are open - this makes loading and unloading with the forklift truck much easier. The L-roof rail

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for the automotive industry offers an internal width between the sliding inner stanchions of **2,490 millimetres**. Thanks to the **EcoLift lifting system** with gas pressure damper support, the roof can be raised by **380 millimetres** on both sides. This also compensates for the **20 millimetre** higher loading height, caused by the pallet stops.

The rear wall made of hollow aluminium profiles is designed with two leaves, the right-hand door also fits on the left, which guarantees a fast and secure supply of spare parts.

The stainless steel **espagnolette** locks on the outside ensure permanently easy opening and closing, and Günther Ott was convinced by the patented **I-Lock** and the associated **D-Lock door stops**.



The SDS 390 **MaxiRunner** rolls with SAF disc brake axles and lightweight aluminium rims, which contribute to the low unladen weight. The axles, precisely measured by laser in the Fliegl factory, ensure low tyre wear and high efficiency.

As a warehouse logistics service provider, Gahr uses the new train primarily for automotive parts logistics; the drivers commute between the warehouses and the BMW plant in Dingolfing, loading and unloading up to ten times a day. Because of the short distances, only about 50,000 kilometres are covered each year. Fliegl gives a **10-year warranty** on the Novagrau-painted frame **against**

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Rust through, the corner stanchions are hot-dip galvanised, the support legs are black coated.

The most important at a glance

- 3-axle curtainsider semi-trailer, type SDS 390 **MaxiRunner** RH70
- Unladen weight **5.9 tons**
- Payload perm./techn.: **29,090 kg/33,090 kg**
- Outer frame slightly sloping with **Load-Lock profile**
- **EcoLift lifting roof**, **Roof non-elastic**, sliding roof with folding end lift
- **30 mm** thick loading floor with longitudinal beams for high forklift axle loads
- Structure Code XL and DL 9.5 certified
- **140 mm** high **crash blocker at the** front bottom, lateral pallet stops **20 mm** high
- I-lock **closure** with D-lock **door stop**

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.de.

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