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Presseinformation vom 16. September 2024

Extremely flexible transportation – thanks to the Vario chassis V3+

With the Vario chassis V3+, Fliegl has a three-axle semi-trailer in its programme that can be used for container transport in more versatile ways than almost any other vehicle.

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. With an unladen weight of 4,700 kilos or more, depending on the equipment, it also offers a significant increase in payload. The trade fair vehicle on display weighs 5,000 kilos empty and offers a payload of 33,000 kilos.

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 can be pulled out manually, while the rear extension, which also runs on rollers, is operated by hand crank. Thanks to the new locking position (hence V3+ New Generation), the semi-trailer pressure is increased by up to 25 per cent for a 20-foot container loaded flush with the rear, which ensures stable and safe driving behaviour.



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The centre telescoping is designed as a telescoping central tube frame 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 coupling height – ideal where there are height restrictions in cross-border transport or for transport in Switzerland.

A slightly offset wheelbase allows a maximum permissible total weight of 44 t in combined transport. The first 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 makes telescoping the chassis very easy, and like every axle which leaves the Fliegl factory, the three BPW disk brake axles are measured and precisely set using lasers – reducing wear on tyres and ensuring a lower fuel consumption. The lightweight aluminium rims contribute to the low unladen weight, while the tyre pressure monitoring system and axle load detection ensure safety.

The complete lighting system, including rear, side marker, tracking and position lights, is LED; the amber side lights are coupled with the indicators. A fire 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 when it rains.

Both the frame and the front and rear extensions are hot-dip galvanised to a high standard, guaranteeing long-term corrosion protection: Fliegl offers a 10-year warranty against perforation corrosion. 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

- Vario three-axle container semi-trailer, Type SDS 380 V3+ New Generation
- Unladen weight approx. 5,000 kg, payload approx. 33,000 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

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- 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, storage box, tyre pressure monitoring system, axle load detection, aluminium rims
- Galvanised frame for optimum corrosion protection

INNOVATING FOR YOU – Mehr als nur ein Slogan

Das Unternehmen wurde 1991 von Helmut Fliegl in Triptis/Thüringen gegründet. Auf dem Gelände eines ehemaligen landwirtschaftlichen Instandsetzungswerkes für Achsen und Lenkungen hat sich mittlerweile einer der größten Serienhersteller von Nutzfahrzeugen in Europa entwickelt. Im Jahr 2005 wurde mit der Eröffnung von „Werk II“ eine der modernsten Produktionsstätten für Planensattelaufleger, Containerchassis und Sattelkipper in Dienst gestellt. Die Produktkapazität in Werk II – in Verbindung mit äußerst geringen Produktionszeiten – garantiert, dass Fliegl als Großserienhersteller seine Produkte europaweit erfolgreich vermarkten kann. Gleichzeitig stellen die modernen Produktionsanlagen in „Werk I“ sicher, dass auch der Sonderfahrzeugbau oder auftragsbezogene Individualanfertigungen weiterhin zuverlässig hergestellt werden. Dem gesamten Unternehmen liegt eine nachhaltige Produktphilosophie zugrunde. Strom wird über Photovoltaik und ein Blockheizkraftwerk erzeugt, die Überschüsse werden in das öffentliche Netz eingespeist. Dank dieser und vieler weiterer Maßnahmen – Energieeffizienz in der Lackierung, komplette LED-Beleuchtung, Einsatz von Rekuperation im Hochregallager – wurde das Unternehmen schon 2016 mit dem deutschen Nachhaltigkeitspreis ausgezeichnet. Das komplette Angebot der Fliegl Fahrzeugbau GmbH ist rund um die Uhr online unter www.fliegl-trailer.de verfügbar.

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