

## Press release from 21 August 2024

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### Fliegl impresses with quality and low weight - major order from Switzerland

Schöni Transport AG from Rothrist in Switzerland has ambitious goals: the company wants to be completely CO<sub>2</sub>-neutral by the end of 2025, which includes renewing its vehicle fleet. The haulage company has now received a large delivery from Fliegl: a total of 25 trailers and bodies as well as 3 curtainsider semi-trailers are now replacing older vehicles.

No fewer than twelve ZPS 180 Maxi two-axle turntable trailers with dropside, including the corresponding truck bodies, will be used in future mainly for transporting general cargo and palletised goods. Schöni will be using a further five three-axle lorries with sliding curtain bodies without drop sides with the corresponding ZPS 180 Maxi for customers in beverage logistics, almost exclusively in national transport. In addition, there are another five ZPS 180s in standard design, which are used together with a lorry crane body.



#### Through-loading body and tail lifts

Rolf Gerber is Head of Service Centre at Schöni, he says: "The special thing is that all trailers have a through-loading body. The tail lifts on trailers and motorised vehicles make us very flexible, even if the customer doesn't have a ramp available." Specifically: The ZPS 180 Maxi twin-axle centre pivot trailers offer a through-loading body with double-leaf front portal doors; the new I-Lock door lock makes opening and closing easier. With a load capacity of 2500 kilograms, the aluminium drive-over flap can also be driven over with heavy pallets without any problems. At the rear, a Zepro tail lift ensures easy loading and unloading.

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Loading and unloading. The body is Code XL and certified for beverage transport. Tensioning straps can be easily attached to the slightly sloping Load-Lock profile outer frame; in addition, 20 lashing eyes, each with a tensile force of 5 tonnes, are embedded in the outer frame. The length of the drawbar can be infinitely adjusted mechanically by 600 millimetres, from 1400 to 2000 millimetres overall length.

In Switzerland, the LSV (performance-related heavy vehicle charge) is calculated according to the total weight of the train, among other things - the lighter the vehicle, the cheaper. The polished aluminium rims from Alcoa also contribute to the low unladen weight of around 4,950 kilograms. "That's a tradition for us. Firstly because of the weight, and secondly because they look good," says Rolf Gerber happily. Thanks to axle load detection via the EBS Canbus signal, the payload of around 13,050 kilograms is not exceeded.

Schöni relies entirely on LEDs for the lighting; the amber LED lighting on the side is also coupled with the indicators. The reversing camera and the three additional work lights, two at the rear outside and one inside on the corner stanchion, ensure good visibility and greater safety when manoeuvring. At the customer's request, all connecting cables are designed as spiral flex cables; when not in use, the plugs are stored in special parking sockets.

"The trailers have two lives with us. Once we replace the motorised vehicles, the trailers remain in the fleet," reports Gerber. For a particularly long service life, the Swiss company therefore relies on hot-dip galvanised and passivated frames - Fliegl offers a 15-year warranty against rusting through.

### **Two-axle semi-trailer with low unladen weight and high payload**

Also new to the Schoeni fleet are three SZS 320 RoadRunner "Twin 200" Ultra Light twin-axle curtainsider semi-trailers. The name says it all: with an unladen weight of around 5,800 kilograms, the trailer is one of the lightweights. In order to still offer the high technical payload of 26,200 kilograms with two axles, the axle spacing of the BPW disc brake axles is slightly offset. As with the ZPS 180, Fliegl also mounts lightweight aluminium rims here. A Wabco EBS ensures safety, the trailer can be raised and lowered via the ECAS SmartBoard, and the AAC system (Automatic Axleload Control) with dynamic wheelbase control and curve detection records the axle loads.

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To maintain the full loading height when loading from the side, Fliegl uses its special non-elastic roof beam made of high-strength aluminium. This does not bend at full width even when the stanchions are open - this makes loading and unloading with a forklift truck much easier. The sliding tarpaulin is particularly robust thanks to the welded-in horizontal and vertical straps, and the stainless steel tension locks are extremely durable. If loading from above by crane, the Fliegl Blitz canopy can be pushed forwards in just a few seconds. Fliegl also installs the I-Lock fastener on the trailer for easy opening and closing of the double-leaf rear portal doors.



Like every Fliegl vehicle, the new semi-trailers offer many useful details: an underride guard tail lift enables loading and unloading without a ramp; the 30 millimetre thick floor is suitable for a forklift axle load of up to 5,400 kilograms; a heavy blocker bumper at the rear protects the frame, and the 140 millimetre high crash blocker at the front inside ensures safety in the event of an accident. Complete LED lighting is also used here, including side lights that are coupled with the indicators.

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The trailers are certified to Code XL, and Fliegl also has a certificate for beverage transport. Loads can be additionally secured with the Vario beams and Vario steel slats, tension belts can be attached to the slightly sloping outer frame, and 26 lashing eyes in the outer frame offer plenty of lashing options.

### **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, one of the most modern production facilities for curtainsider semi-trailers, container chassis and tipper semi-trailers was put into service with the opening of "Plant II". The product capacity in Plant II - combined 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 customised products can 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, with any surplus being 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 honoured with the German Sustainability Award in 2016. The complete range of Fliegl Fahrzeugbau GmbH is available online around the clock at [www.fliegl-trailer.de](http://www.fliegl-trailer.de).

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