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Press release from March 13, 2025

Robust tele-saddle with 21 meter long loading area

Whether long pipes, large steel beams or bridge parts - sometimes the loading area needs to be a little longer. The SDS-H 480 Mega Tele three-axle flatbed semi-trailer offers equipment specially tailored to the application and load purpose: for particularly long loads, the flatbed semi-trailer can be telescoped by a full 7.5 meters; the maximum length of the loading area is then 21 meters, or 13.5 meters when retracted. The length can be individually adapted to the load, and intermediate lengths are of course possible.

Chassis

The gooseneck is designed as an external carrier chassis suitable for 2- and 3-axle tractor units, longitudinal reinforcements ensure a high point load capacity. The closed outer frame made of folded U-profiles is reinforced and extremely robust; loads weighing up to 24 tons can be transported without any problems. Even particularly wide loads can be accommodated on the SDS 480: extensions can be pulled out to 3 meters on the right and left of the loading area.

Load securing

To ensure that every load its destination safely, the low loader has plenty of lashing eyes: 6 lashing eyes, each with a tensile force of 3.5 tons, are embedded in the front section of the side frame, while a further 26 folding lashing rings, each with a tensile force of 10 tons, are freely suspended in the side frame profile. An additional pair of folding lashing rings is mounted on the side of the intermediate support.

The outer frame is fitted with 22 stanchion pockets with an opening for attaching tension belts or chains; the corresponding stanchions are stored in a holder behind the front wall when not in use. The 8 container locks in the floor, which can be used to secure either one 40-foot or two 20-foot containers, ensure greater flexibility.

Axles

To enable the higher permissible axle load (10 tons), the distance between the three drum brake axles was slightly offset. The 1st axle is designed as an automatic lift axle including forced lowering and with a starting aid: to axle load exceeded from 30 percent and to to a

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At a speed of 25 km/h, the 1st axle can be raised under load to improve traction. The 3rd axle is self-steering. To ensure that the permissible total weight is not inadvertently exceeded, an axle load detection system with display in the cab is on board, which receives data from the EBS Canbus signal.

Floor and ramps

The screen-printed floor is grouted all the way round. At the rear, the frame is beveled over a length of 500 millimetres to create a particularly flat drive-on angle of just 8 degrees for the suspension ramps. The two aluminum ramps can be loaded with 24 tons; when not in use, they are stored in the storage box transversely behind the axles.

Electrics

The comprehensive LED package consists of multi-chamber rear lights, side marker lights, position lights and lane departure lights. The lighting package includes a removable rotating beacon, as well as two LED work lights at the rear; the two warning signs are illuminated twice with LEDs. Two LED headlights are recessed in the bulkhead for optimum illumination of the work area.

The most important facts at a glance

- Technical/permissible payload: 30,000/24,000 kg
- Unladen weight basic version approx.: 10,200 kg
- Telescopic from 13.5 to 21 m loading area, pneumatic locking system
- Side extensions, extendable to 3 m
- 1st axle designed as a lift axle, with starting aid and forced lowering; 3rd axle self-steering; 10 tons axle load possible thanks to offset axle spacing
- Container locking systems for 1x40- or 2x20-foot containers
- Aluminum ramps with particularly low drive-on angle
- Tire pressure monitoring system according to ECE R 141

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Fliegl exclusive: Every single axle of every trailer is precisely adjusted in the factory using a modern laser measuring system. As a result, the trailers run with absolute tracking accuracy, have no more unnecessary tire wear and offer lower fuel consumption. Trailer efficiency defined by Fliegl. From the roof to the wheels: Vehicle concepts thought through to the end.

Fliegl Fahrzeugbau GmbH

INNOVATING FOR YOU - More than just a slogan

The company was 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. With the opening of "Plant II" in 2005, one of the most modern production facilities for curtainsider semi-trailers, container chassis and tipper semi-trailers was into service. The product capacity in Plant II - combined with extremely short production times - guarantees that Fliegl can successfully market its products throughout Europe as a high-volume manufacturer. At the same time, the modern production facilities in "Plant I" ensure that special vehicle construction or custom-made 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 awarded the German Sustainability Award in 2016. The complete range of Fliegl Fahrzeugbau GmbH is available online around the clock at www.fliegl-trailer.de.