

Freinberg, 5 May 2021

The new low-loading truck is now even more versatile.

- New underride protection leads to new loading ramps
- Longer operating times thanks to a new flexible configuration
- Can now also transport timber or containers in addition to vehicles

Schwarz Müller took the requirement to comply with a new EU regulation as an opportunity to completely rework their existing low-loading truck. Current orders are equipped with a new ramp along with the required underride protection. The premium manufacturer has lived up to its reputation for building the most flexible low-loading trucks in many other ways as well. “Our vision was to create a low-loading truck that can be constantly on the move because it is so versatile. We have laid the foundations for this over time with our wide range of products in this vehicle segment,” said CEO Roland Hartwig on Wednesday, 5 May, when presenting the new low-loading truck at the company headquarters in Freinberg near Schärding (Austria).

From September 2021, a new regulation will apply to the underride protection of commercial vehicles across the EU. They must be able to absorb twice as much force as before in order to protect lower vehicles against dangerous underriding in accidents even more effectively. This change in the legal framework was the starting point for optimising the low-loading vehicle in other areas as well. “We see the low-loader as a multi-functional vehicle that can be used to transport bulky, heavy goods. The increasing demand proves that we have taken the right approach,” CEO Hartwig explained the concept of the vehicle group. Schwarz Müller’s low-loading vehicles can transport heavy construction machines, laminated timber and steel girders, as well as containers and other special machines, with an impressive loading capacity of up to 60 tons. The versatility of the vehicle means that the operating times can now increase by up to 40 percent. That is why Schwarz Müller customers are given lots of advice about how to optimally configure their low-loading vehicle for the specific operational environment.

New ramp on the underride protection

The current design of the back of the truck has a characteristic Schwarz Müller look. The new ramp sits on the revised square profiled pipe which, as an underride protection, can absorb collision forces of up to 10 tons. It is constructed as a modular system and can be modified easily at a later stage. The ramp is light and narrow, the floor can be converted from hard to soft, rubber or grating, at any time. The loading area is fitted with Douglas fir wood as standard as it is more resilient than spruce. But this can be replaced with hard wood or rubber upon request.

A hydraulically lowerable low bed and load carriers that can be pulled out to the sides increase the versatility of the vehicle even further. There is also hydraulic support for operating the ramps. The standard configuration includes hot-dip galvanising, automatic folding jacks on the ramp and LED lights. Customers can also choose from a range of axle and steering systems. Pluck stakes for wood transport or twistlock locks for container transport can be added upon request. The vehicles are available in 2- to 5-axle versions and in drawbar, centre-axle and semi-trailer variants in order to increase the range of transport possibilities.

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Low-loading vehicles from Schwarzmüller have a characteristic design at the rear. Alongside the underride protection, the ramps have also been redesigned.



Roland Hartwig has been CEO of the Schwarzmüller Group since 2016. He has significantly increased sales of vehicles to the construction industry and infrastructure companies.

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Schwarzmüller Group is one of Europe's largest suppliers of commercial trailers. Mainly serving the premium vehicle market, the company sets industry benchmarks. In 150 years of growing competence, it has become the no. 1 specialist for tailored transport solutions for demanding industry uses. The vehicles of the two Schwarzmüller and Hüffermann brands are used in the construction sector, infrastructure companies, raw material and reusables industries and by long haul forwarders.