

Freinberg, 14 July 2022

Super Tools for Challenging Shipments

- *Schwarz Müller presents itself as the largest European niche manufacturer*
- *Now joined by Hüffermann as the second Group brand at IAA*
- *Telematics provided for extensive two-year test period*

Austrian Schwarz Müller Group showcases its entire range of towed units at IAA Transportation 2022 in Hanover. The Group focuses on vehicles specially configured for enhanced performance. “We consistently developed into the largest European niche manufacturer of customised trailers beyond any standard. This is providing our customers with real super tools for their transport challenges”, CEO Roland Hartwig said today, Wednesday, 13 July, at the Hanzing Group headquarters in Freinberg near Schärding (Upper Austria). Schwarz Müller Group’s portfolio comprises over 150 different types of vehicles for construction, infrastructure and long haul transport industry players.

The tradeshow vehicles excel in their innovative material combinations, flexibility enhanced by telescopic elements, a larger cargo bay or simple and safe operation. Schwarz Müller’s outstanding lightweight design competence shows in its entire portfolio and provides the lightest vehicles of their class in many sectors. Particularly, every trailer now features a telematics system that customers are free to test gratuitously for the entire two-year warranty period. “To us, telematics in towed units is a tremendous plus in efficiency for every user. We wish our

customers to delve into this innovation developed by Europe's leading supplier Idem Telematics and ourselves", said Hartwig. Vehicle data can be used for anti-theft protection, scheduling, technical component monitoring, preventive vehicle maintenance and more.

At IAA Transportation 2022, the two Group brands Schwarzmüller and Hüffermann are presenting seven vehicles.

Booth C02/Hall 27:

1. Hybrid segment tipper with SSC cover
2. Telescopic trailer for the transport of construction materials
3. Platform semitrailer POWER LINE Mega
4. Hüffermann Vario Carrier

Open-air site next to Hall 27:

5. Low loader
6. Walking-floor semitrailer with Quick TOP cover
7. TP 22 off-road tipper

1. New hybrid segment tipper with SSC cover:

The new hybrid tipper combines aluminium from lightweight design and plastic wear protection: The 6 mm aluminium tipper walls are clad in a 5 mm non-wear foil. The dump tipper weighs 5.36 tonnes and features a torsion-resistant lightweight steel frame to provide maximum robustness. A torsion box and torsion rods reside horizontally in the frame. Supported by the press-tipping mechanism on a four-point bearing, they improve the anti-tip characteristic of the segment tipper, thereby also making handling safer. An automated lowering device provides more stability during the tipping process, and a speed-dependent starting aid improves traction

on difficult terrain. Hydraulic motors at the front and rear of the top belt open and close the new remote-controlled Schwarz Müller side cover (SSC) to one side, which makes loading much easier. When closed, the cover secures the load as well as reducing air resistance. The tipper is ideal for sand, crushed stone, excavated earth and similar materials.

2. Telescopic trailer for the transport of construction materials

The new telescopic trailer with a 4-metre extendable ladder frame and friction-controlled trailing axle offers many options for the safe transportation of construction materials. For instance, the reinforced external frame comes with 23 sets of 4-tonne lashing points and an additional 12 sets of 5-tonne lashing rings. In addition, the vehicle has 9 sets of connector boxes for standard tubes in the external frame and 3 sets of crossbar connectors for standard tubes, ensuring outstanding load safety.

6 sets of twist-locks also make it possible to transport 1 x 20“, 2 x 20“, 1 x 30“ and 1 x 40“ containers. An extendable light carrier system at the rear secures protruding loads at the rear. The telescopic frame also makes it possible to transport extra-long loads that cannot be divided. A large steel plate box with access covers at both sides was designed for storing square timber used as support, and a stainless-steel tool box accommodates accessories such as tense belts or corner protectors. Electrical equipment, fully designed as LED, and a zinc-sprayed primer coat increase the lifespan of this vehicles.

3. POWER LINE Mega: Less weight, more power.

People are discovering more and more usage options for Schwarz Müller's POWER LINE Mega. The cargo bay of this special-purpose vehicle is three metres high and reflects its originally planned use in the automotive sector. In order to further expand the trailer's intended utilisation, Schwarz Müller has tested the tie-down of the load in various ways. Apart from satisfying the certificate requirements pursuant to standard DL 9.5, other tests included dynamic test runs with drinks and beverages in barrels, special bulk good containers such as octabins or tyre haulage using the tyre lacing technique. This is why the trailer with the industry's

largest cargo volume meets with a growing demand in all Central European markets. Customers can choose from various extras aimed at further increasing its efficiency in everyday operation.

Despite its internal height of three metres, Schwarz Müller's new POWER LINE Mega still has an unladen weight of less than 7,000 kg. To make this dream come true, Schwarz Müller consistently deploys a special technique of manufacturing the frame.

Apart from the standard version, Mega is also available as "Coil" and "Paper" variants. The vehicle is particularly designed for transporting pallet cages used in the automotive industry. Another option is to choose the Coil variant for carrying steel coils. This variant features an elevating roof, which provides access to the entire internal height when loading. POWER LINE Mega's floor now boasts a bearing capacity of 7.2 t forklift truck axle load, which is increased to 8.3 t in the Paper variant. Another highlight is the newly designed rear portal of Power Line Mega. The rear doors now rest on so-called conical hinges, which allow door replacement in just a few minutes.

4. Hüffermann Vario Carrier

Vario Carrier is a container transport trailer from the time-tested modular multi-bucket system pursuant to DIN 30720/30720-1 also designed for mobile compactors. Towed by a multi-bucket truck, the lightweight trailer carries 1 or 2 bucket container(s) of varying sizes up to a volume of 20 m³. Available with 2 or 3 axles, the vehicle easily adapts to any customer requirement and, in special cases, even carries 3 containers.

At the trade show, Hüffermann presents a 2-axle trailer for 2 multi-buckets with a volume of up to 12 m³ (18 tonnes gross weight) featuring the "Multi-Fix" cargo securing system without chains. The frame has two parallel I-shaped side members that the skips are placed upon supported by a special cross member arrangement. The load is secured by Hüffermann's patented solutions. The "Multi-Fix" system without chains is the quickest and easiest load securing method. Other methods include loads secured lengthwise and across or lashing the cargo diagonally

across by a chain. To save setup time, customers can choose the optional “Safety Fix system, featuring a lever clamping the chains on the side of the trailer.

5. Low loaders: Extra-wide load carriers

The most important criteria for a low loader used for the transportation of construction machines are a robust frame construction and a low loading height. This four-axle low loader with an excavator shovel recess and roller stop has a loading height of approx. 0.87 metres. 2 sets of wheel recesses reduce the loading height by another 0.4 metres. This way, wheel loaders with a height of up to 3.53 metres may also be transported without a special permit. Numerous lashing rings and lashing points on the external frame provide perfect load security. An excavator bucket recess at the rear of the vehicle provides additional safety when putting down the excavator shovel. Customers may choose between one- and two-part ramps to ensure the ideal ramp angle for their construction vehicle. Hydraulically operated ramps make loading and unloading operations easier. When it comes to corrosion-proofing, Schwarz Müller sets the pace by hot-dip galvanising all standard drawbars, bogies and ramps.

6. Walking-floor semitrailer with Quick TOP cover

Schwarz Müller equips its standard walking-floor semitrailer and all its variants with an aluminium chassis. Compared to a conventional steel design, this reduces the weight by about 150 kg and allows the chassis and frame to be welded up for more stability. The trailer comes with the electric “Quick TOP” roll-back cover, operated by the driver from the ground using remote control. This significantly reduces loading and unloading times and also means that drivers no longer have to do this strenuous and risky job themselves from the platform. Like all other Schwarz Müller trailers, the walking-floor semitrailer has an on-board Intelligent Telematics SWIT Basic package, which tells an Internet interface about the exact location, actual cargo weight or the mileage in real time.

7. TP22 Off-road dump skip trailer: The dump trailer professional.

This central-axle tipping trailer was designed especially for off-road use and is usually pulled by a tractor. The standard tipper comes with a swivel axle unit and extra-wide wheels that offer a significant advantage in off-road use.

The TP22 off-road trough tipping trailer holds its own even on difficult terrain. It owes its stability to a 24-tonne pendulum bogie that compensates for any obstacle, and the specially designed frame that makes total widths of just under 2.55 metres possible, with a tyre width of 650 centimetres. TP22 has a load capacity of about 13.5 m³ and is extremely versatile due to its characteristics and low tare weight, thereby ensuring a high resale value.

The standard design with its hydraulically sprung drawbar absorbs impacts and eliminates negative driving characteristics. The 4-tonne ball-joint coupling exerts considerable pressure on the trailer coupling of the tractor. All connecting lines and lights (all LED) are protected. This, in addition to the fully automated brakes that work via a hydraulic brake regulator, provide additional safety both on construction sites and on the road. The outward-facing special rear wall was designed for a very high opening and may be opened and closed hydraulically. The trough tipper is made from high-strength steel plates in tried-and-tested Schwarz Müller quality.

About the Schwarz Müller Group

Schwarz Müller Group is Europe's most prominent niche supplier in the field of trailers and superstructures. The company manufactures over 150 types of vehicles and claims to produce added value for its customers by using these vehicles. Over the course of its 150-year history, Schwarz Müller has become the leading specialist for individual transport solutions. The company supplies its products of the Schwarz Müller and Hüffermann brands to the construction sector, infrastructure companies, the raw materials and recycling industries and long-haul transport services providers in 21 countries.

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Roland Hartwig has been the Schwarzmüller Group CEO since 2016 and uses the IAA 2022 to emphasize the particular power of the Group's vehicles.



At IAA, Schwarzmüller focuses on showcasing the particular power of its trailers.



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Telescopic semitrailer for the transport of construction materials



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