



The Trailer Company.



S.KI Tipper Trailer

Greater Payload for Construction, Agriculture and Recycling.

Trailer

Services

Technology

just more.



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Our Competence for Your Success.

The Schmitz Cargobull Gotha Trailer Plant.

As our customer we have an obligation to you: The tipper trailers which we manufacture to your specifications at the Gotha Plant, one of the most state-of-the-art production sites in Europe, must support your profitability on a daily basis.

Your success is our goal and motivates us every day. During the course of the vehicle development, our engineers strive to discover further potential means of achieving improved life-cycle costs for you. Even during the diligent, industrial manufacturing using semi-automated production facilities, we continue to focus on your need for weight-reduced and payload-optimised rounded steel and aluminium box bodies.

Quality consciousness, innovative strength and project competence enable our highly qualified employees to constantly deliver customised designs and perfectly tailor your tipper trailer to your needs.



Producing top-quality products begins with controlling the quality of the brand components from leading manufacturers.



Every year up to 20,000 vehicles are manufactured on our production line to a precise schedule.



Semi-automated production facilities for rounded steel and aluminium box bodies guarantee consistently high quality.

Comprehensive Testing.

Research, Development and Validation.

We subject our vehicles to testing beyond the bounds of computer-supported development so that you never experience any unpleasant surprises on the road. At our Cargobull Validation Center (CVC) we base our trailer testing on the high technical testing standards set by commercial and passenger vehicle manufacturers. Through comprehensive testing we determine the strength and durability of the mechanical components and designs. These include the one million kilometre test on the road simulator, which recreates the entire trailer life-cycle within the space of only a few weeks. The knowledge gained from these and other tests is included in the on-going development of our vehicles. This ensures that you make a reliable investment in a payload-oriented and profitable vehicle.



During the course of the development vehicles are tested on Schmitz Cargobull's own in-house tipping test rig to determine the tipping stability and torsion resistance.



Powered by a pressure of 210 bar, the vibrating unit in the road simulator creates impact forces of up to 40g in order to simulate the stresses of fully loaded vehicles. At the Cargobull Validation Center, both components and entire vehicles are subjected to extensive testing covering 1,000,000 km in six weeks in the servo-hydraulic road simulator to ensure trouble-free daily usage. This ensures you can be certain that our development only produces mature and robust vehicles.

Your Trailer is as Efficient as You Want it to Be.

Our Light Rounded Steel Body Handles Every Demand.

Construction work demands payload-optimised, low-maintenance and, above all, economical transport solutions: especially over short distances and with frequent tipping. Our tipper semitrailers with a rounded steel body have been specifically designed to economically transport abrasive materials such as sand, gravel, aggregates and asphalt.

- **The flat floor of the rounded steel body** creates a low centre of gravity. This makes the vehicle safer and more stable.
- **The design of the body reduces weight** allowing a higher payload.
- **The shape of the body prevents the cargo from adhering to the surface.** This increases safety when unloading.
- **For volumes from 24 to 56 cubic metres** payload-optimised rounded steel bodies are available to face all of the challenges posed by construction work.
- **FEM construction methods** serve to optimise both the weight and the payload of the welded lightweight steel chassis. It is more durable, easier to repair and has a longer service life than an aluminium body.
- **The weight of the S.KI 24 m³ SR LIGHT is comparable with fully aluminium tipper:** Low procurement and repair costs make it an economical alternative to aluminium constructions.



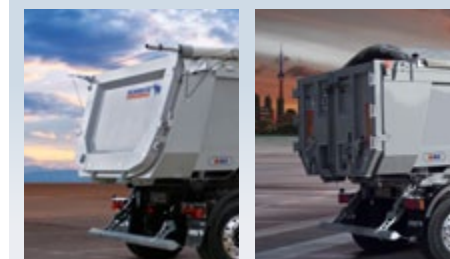
Tipper trailer with rounded steel body in use in front of the road paver.

Designed for Tough Demands.

Our S.KI 24m³ SR LIGHT Tipper Semitrailer.

An unladen weight of 5 t makes the S.KI SR LIGHT a reliable tipper for short-distance usage with frequent stops and tipping. Thanks to the low centre of gravity, the off-road running gear and high tipping stability it is at home on any terrain.

- **More profit thanks to less weight:** the low unladen weight of the S.KI SR LIGHT also allows for a higher payload which is comparable with reinforced aluminium box bodies.
- **Low-maintenance and repair costs** thanks to the rounded steel body made of Schmitz Cargobull special steel and the torsion-resistant, welded steel chassis.
- **Greater range of applications** including transport of light rubble and gravel. The S.KI LIGHT is available as a 24, 27 and 31 m³ rounded steel body with a 4 mm thick floor and 3.2 mm thick side walls. We reduce the weight without compromising strength or safety.
- **Approximately 750 kg additional payload in comparison to a standard steel body** is provided by the S.KI 24 m³ SR LIGHT thanks to its construction. On every run!



The tailgate is available either as an external pendulum tailgate or an internal pendulum tailgate with a chute. Or as a combi-door. All of these can also be equipped with an optional grain slider. The choice is yours.

Reduced Weight and Greater Payload Capacity.

Our Light S.KI AK 24 m² LIGHT.

We offer you the right tipper semitrailer for every transportation task on the construction site. If an aluminium body is required instead of steel due to the chemically aggressive properties of the bulk goods, e.g. in the case of road salt, then our aluminium box body - constructed out of Schmitz Cargobull system profiles - is a lightweight alternative which shows off its strengths in the rough construction site environment.



For fine-grained materials such as sand, gravel, aggregates and asphalt the light S.KI LIGHT aluminium box body provides reliable transportation with an outstanding overall operating cost balance.



- **Activities involving up to two tipping procedures per day** are ideal for the light aluminium box body with a 5 mm floor.
- **Further bonuses in terms of cost-effectiveness** are the robust, welded steel chassis and the off-road running gear.
- **Select your option:** With wear plates on the rear you increase the body's service life; The lower strap heating - run using heat from the tractor's exhaust gases - prevents the load from freezing onto the body in critical situations.
- **500 kg extra payload** - in comparison to a standard aluminium box body. The S.KI SR LIGHT with an unladen weight starting from 4.5 t offers an advantage on every run.
- **A plastic coating expands the range of usage options.** It reduces wear, provides better slippage for bulk goods and also prevents the load from freezing onto the body.

Versatility as Standard.

Our Three-Axle Semitrailer with 24 m³ Standard Aluminium Box Body.

The standard version of the Schmitz Cargobull aluminium box body makes the necessary versatility in the construction business a guiding principle. With different floor variants and thicker side walls, the aluminium body on a standard steel chassis offers more versatility for more profitable payloads at a low unladen weight starting from 5 t.

- **Up to 8 mm thick floor and 3.5 mm thick interior walls** allow the 24 m³ aluminium box body to perform a variety of different tasks.
- **The standard steel chassis and 3-axle ROTOS® running gear** offer outstanding torsion resistance and tested strength for frequent tipping, in particular on unsurfaced terrain.
- **An electric Schmitz Cargobull sliding tarpaulin** simplifies load securing. In addition, closing the tarpaulin also saves fuel.



We manufacture your tipper trailer to industrial standards using standardised components which are optimally matched and provide you with the consistent reliability of precision and quality "Made in Germany". The volume-optimised aluminium bodies are constructed out of automatically precision-welded, high-strength system profiles to ensure that they withstand even the toughest demands.



Powerful and Versatile: A True All-Rounder.

Our S.KI SR Standard Rounded Steel Body.

The road conditions have to be accepted the way they are. This applies to construction sites, gravel plants and quarries where the roads are unsurfaced. That is why it is useful when the tipper semitrailer is manufactured to allow universal usage. In any weather conditions, on short, rough roads, constantly loaded with a wide range of different and even abrasive materials, along with frequent tipping processes.

We have equipped your “workhorse” with numerous convenient features for its day-to-day tasks, providing it with a long service life combined with minimal maintenance overheads, even at maximum payloads. The welded steel chassis and the body made of dent-resistant Schmitz Cargobull special steel play a major role. The various floor and side wall thicknesses combined with the other product features such as the automatic lowering function ensure that your tipper semitrailer is a profitable and dedicated worker.



Rubble, refuse or stones: The rounded steel body is designed for long-term value retention.



The automatic lowering function provides greater stability when tipping.

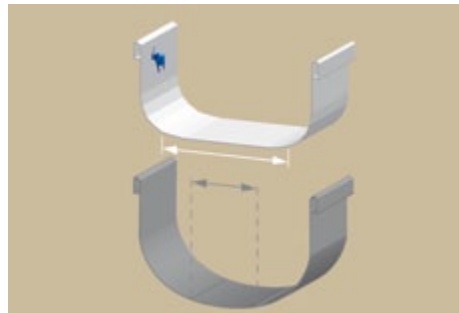


The optional tip alarm provides a warning in the event of excessive sideways tilting.

This Trailer Contains a Vast Amount of Experience.

Our S.KI SR SOLID Rounded Steel Body.

To increase everyday practicality we have combined safety with profitability and developed a rounded steel body with an optimised cross-section which provides tangible benefits. A broader floor zone with a reinforced floor plate provides more surface for the load and thus a lower tipping centre of gravity. This also reduces the load height, which provides the vehicle with greater stability on the road and, above all, safer movement on rough terrain.



We have lowered the body's centre of gravity through the broader floor design. The reduced load height provides the tipper trailer with greater driving stability and safety.



The sliding tarpaulin enables operation from the ground

Construction bodies with volumes from 22 m³ up to 36 m³

Rounded steel body with a low centre of gravity

Contour markings are a standard feature

Steel chassis with Light, Standard or Heavy Duty variants - depending on the application

LED tail lights in constant use

Aluminium rims reduce the weight

Folding collision guard for work with a road paver

The design of the SR body family enables you to select the floor and side wall thicknesses to match the actual demands of the trailer's day-to-day usage.

A variety of combinations of floor and wall thicknesses also enable an application-related, optimised unladen weight, which you can transfer into profit thanks to the improved payload.

Everything Under Lock and Key.

Our Chutes and Pendulum Tailgates For Construction Sites.

The right tailgate solution for the load determines the efficiency of your tipper trailer. Select the pendulum tailgate which best suits the task. The external pendulum tailgate is the right choice for frequent partial unloading of bulk goods. The internal tailgate with a chute is recommended for guided unloading in front of the road paver.

In addition, we can also equip the pendulum tailgate with a grain slider as necessary. External tailgates and combination doors are equipped with a double pendulum bearing to provide the best-possible opening cross-section. Hydraulic tailgates are available as an external variant or with a chute for the rounded steel body. We meet your requirements.

- **A surrounding seal and additional locking devices** are standard features on the external tailgate.

- **Flexible tipping:** An external pendulum tailgate enables fine-grain and coarse bulk goods to be partially unloaded.

- **Locking of the pendulum tailgate** carried out mechanically using a locking rod with two pull rods and a split locking shaft.

- **Improved handling:** The hook locks can be adjusted even when the body has been lowered.



The hydraulic pendulum tailgate on the robust rounded steel bodies enables even very large stones to be securely unloaded.



Ideal for asphalt and sand: The chute on the recessed tailgate enables centred unloading.



Wear plates at the tail end increase the service life of the aluminium bodies.

For Every Construction Site Throughout Europe.

Versatile Combination Doors on Construction Vehicles.

Our tailgate systems fulfil all of the requirements placed on a tipper trailer when unloading on a construction site. The combi-door offers unbeatable versatility by combining a pendulum tailgate with a wing door. We offer the combi-door with robust hinge bearings as one and two-wing versions; with one grain slider as a standard feature or with two grain sliders upon request.

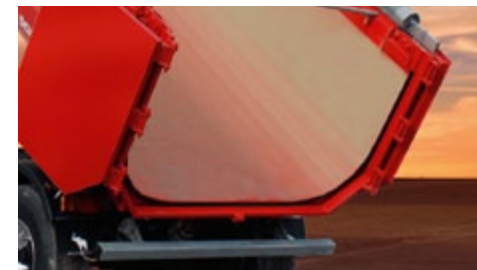
When the combi-door is operated as a pendulum tailgate via the top hinge, it enables the rapid unloading of bulk goods. The combi-door's grain slider enables the controlled unloading of fine-grain goods, whereas opening the wing doors and locking them to the side walls enables the entire width of the body to be used for loading and unloading cargo such as heavy packaged goods or pallet goods.



Opening the grain slider in the combi-door enables precise quantities to be unloaded.



The wing door possesses a pendulum frame. This allows it to open like a pendulum tailgate.



The opened wing doors can be locked to the sides of the body.



When using the grain slider to unload the trailer, pegs block the hook lock.



Automatic mechanical hook lock with two pull rods.

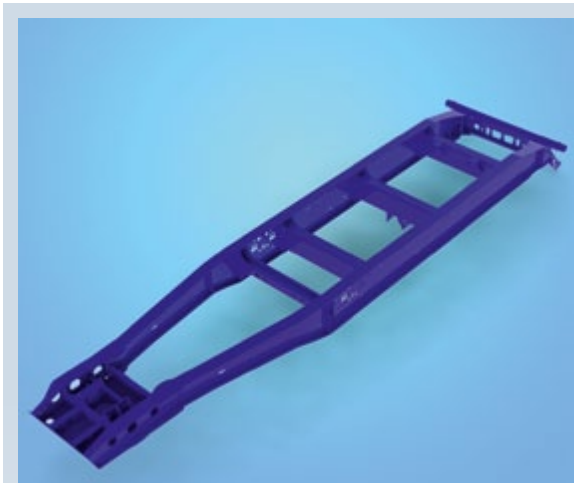
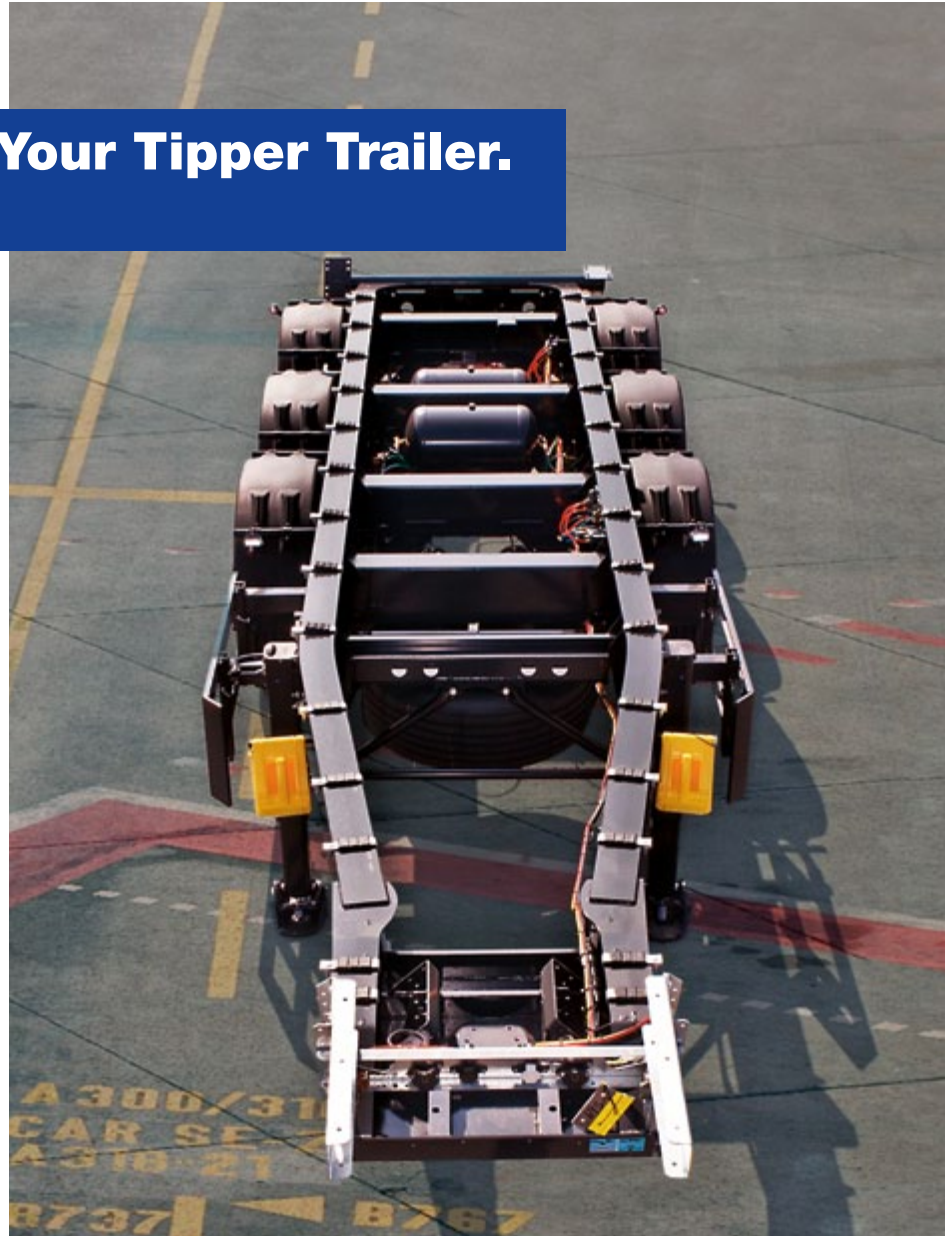
The Solid Basis for Your Tipper Trailer.

Our Steel Frame Construction.

The welded steel chassis has been optimised using computers, has a torsion-resistant design with high tipping stability and is constructed exclusively using high-strength, fine-grain steel. From Light to Standard to Heavy Duty; from weight-optimised lightweight design to high frame profile cross sections and wall thicknesses for additional strength; every frame design meets your needs for the greatest possible payload with an advantageous unladen weight.



The finite element method (FEM) is a quality standard applied during the CAD frame design process.



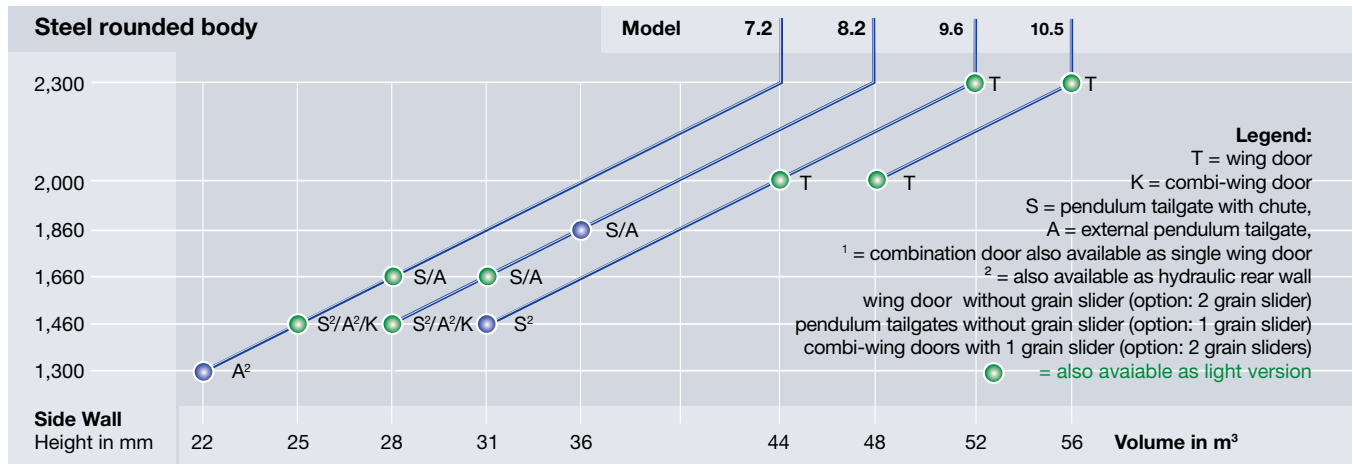
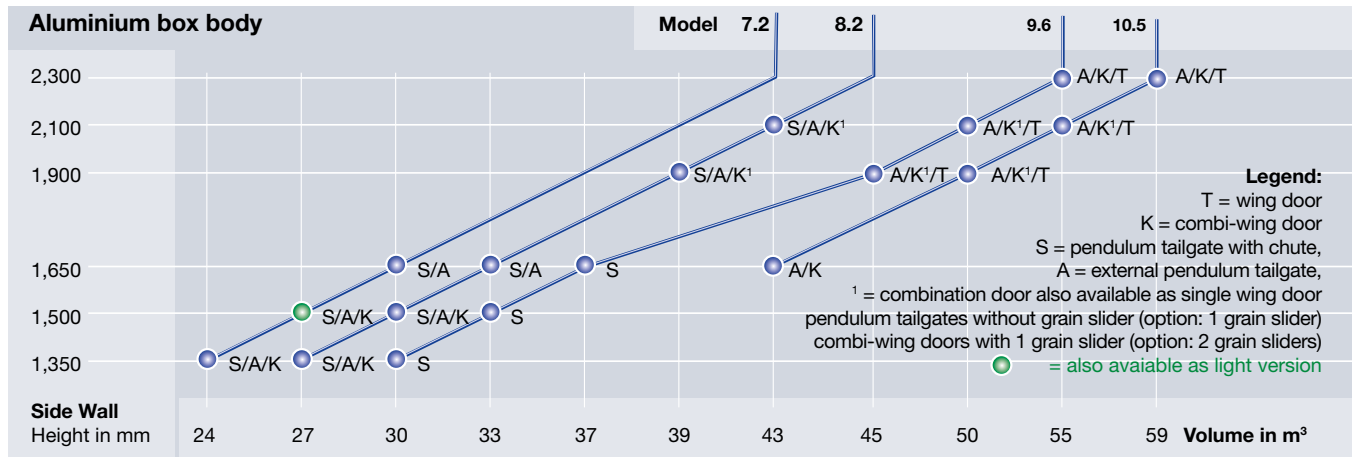
Our frames are computer-designed in such a way that you will never face unpleasant surprises when it comes to their service life, reliability, durability, ease of maintenance, off-road capability and value retention.

The welded steel chassis for the LIGHT design with the weight-optimised frame assemblies has been developed via computer and represents the result of consistent weight reduction simultaneously combined with maximum safety, torsion resistance and optimum payload. Comprehensive testing at the Cargobull Validation Center (CVC) has verified the design data while also ensuring the constant on-going development of the frame and all of the other trailer components.

Best Capacity. The Body/Frame Combinations.

Heavy-duty frame, aluminium or steel bodies with a practical range of sizes along with a variety of different tailgate solutions. A diverse range of high-quality combinations for effectiveness and efficiency.

The 2-axle tipper semitrailer comes into its own in difficult terrain. The tipper semitrailer's load distribution is designed for combination with 3-axle tractors and provides the tractor unit with adequate fifth-wheel loading.



A Reliable Harvest Helper.

Our S.KI AK 9.6 and 10.5 Volumes.

During the harvest season in the forestry and agricultural sectors, everyone involved strives to complete the work during dry weather since moisture can damage the quality of sensitive crops such as grain, corn or potatoes. Our S.KI LIGHT tipper trailer with a large-volume aluminium body is an efficient harvest helper. With a low unladen weight and a loading volume of up to 60 m³ it ensures that the harvest is safely and gently transported to its destination.



Our large-volume tipper trailers are profitably used by machine associations, collectives, contractors and major farming operations. The use of the "TrailerConnect®" trailer telematics system allows you to keep an eye on the position, usage and maintenance status of the individual units.



When it comes to transporting low-density bulk goods such as wood chips or sugar beets our S.KL LIGHT with a large-volume aluminium body is the best choice.



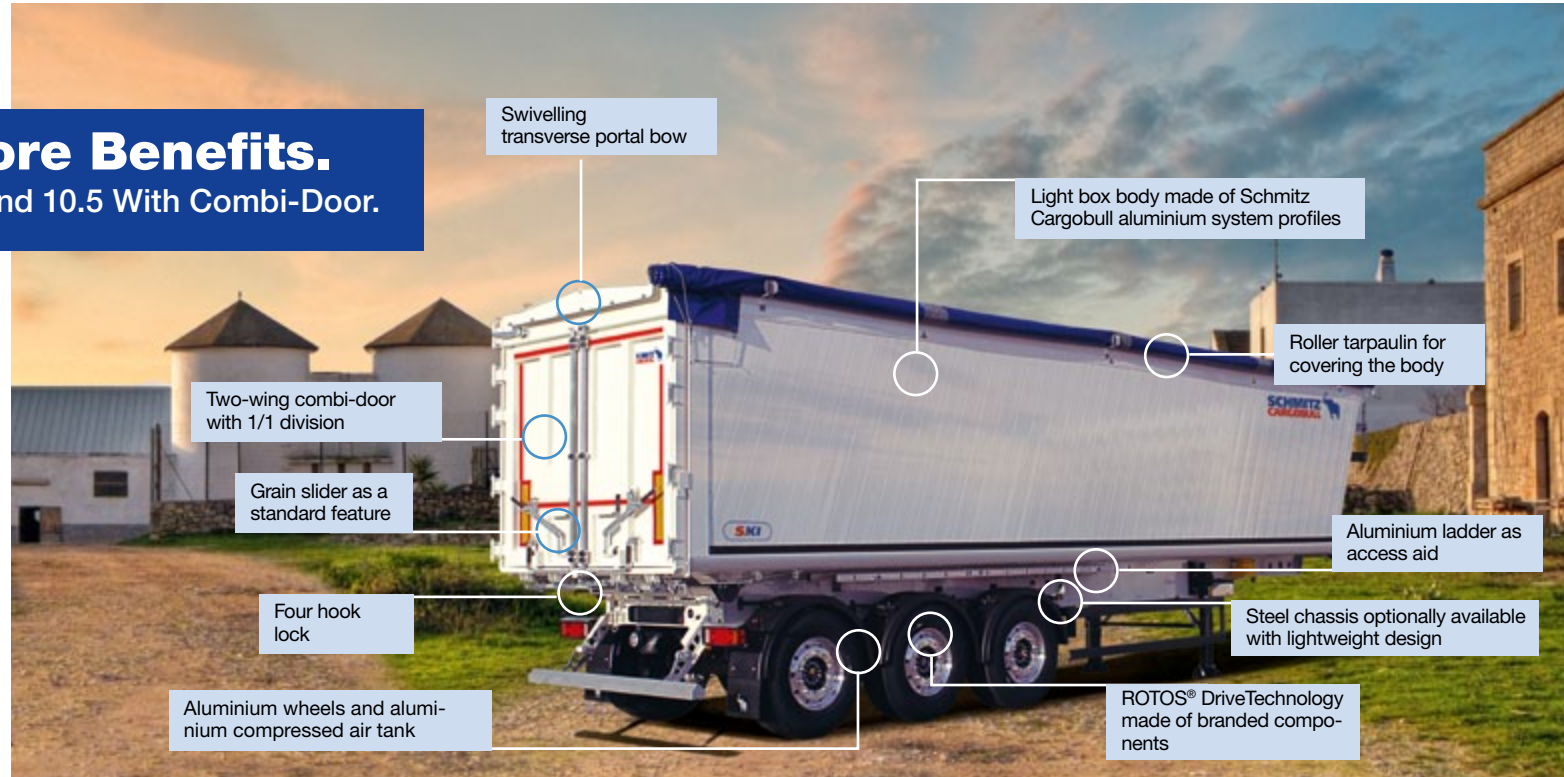
A 1 or 2-axle dolly transforms an agricultural tractor into a towing unit for the S.KI LIGHT large-volume tipper semitrailer.

More Volume for More Benefits.

S.KI AK Large-Volume Bodies 9.6 and 10.5 With Combi-Door.

The diversity of the S.KI LIGHT large-volume tipper semitrailer makes it a profitable choice for more than just harvesting. A variety of different tailgate solutions such as the two-wing combi-door with two grain sliders and a pallet-width aluminium body on the 10.5 model for transporting pallet goods or packaged goods considerably expands the range of usage options.

Equipping the trailer with a double-wing door and a grain slider provides you with a flexible range of large-volume applications. This transforms your tipper trailer with a large-volume body into an investment which rapidly pays off.



The grain slider enables the easy and controlled unloading of fine-grain crops.



The combi-door with a pendulum frame and roof bow as a pendulum tailgate for partial unloading.



Utilise the grain slider to unload the tipped body with the tailgate closed.



Lock the wing doors to the sides to load or unload packaged goods.

Profit from its Capacity.

Our S.KI AK 9.6 Volume with Large-Volume Aluminium Box Body.

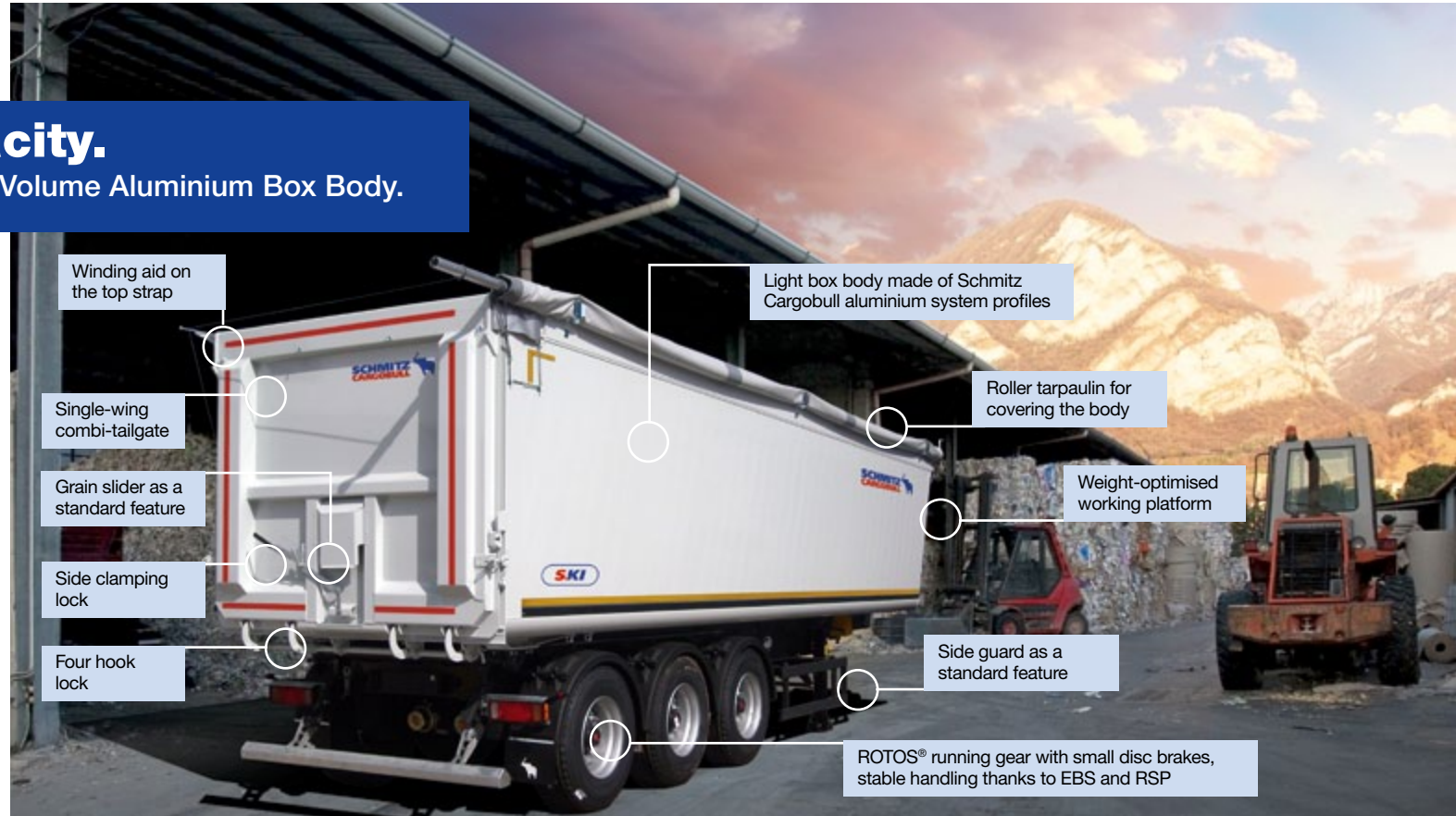
Lots of space for voluminous loads, such as fertiliser and feed, cartons, cardboard, and defective paper prints from printing houses or paving stones on pallets. The S.KI AK 9.6 Volume tipper trailer is perfectly designed for these tasks. In addition, the large-volume aluminium box body is the perfect choice for transporting materials ranging from old computers to plastic film, glass, tin plate and paper to the recycling centre.

- **The large-volume aluminium box body is also available in pallet width.**

Combined with a two-wing combi door this considerably expands its range of applications.

- **Use the full capacity of the large-volume body** with the external pendulum tailgate.

- **The four-hook lock securely closes the pendulum tailgate** until released by the driver.



Winding aid on the top strap

Single-wing combi-tailgate

Grain slider as a standard feature

Side clamping lock

Four hook lock

Light box body made of Schmitz Cargobull aluminium system profiles

Roller tarpaulin for covering the body

Weight-optimised working platform

Side guard as a standard feature

ROTOS® running gear with small disc brakes, stable handling thanks to EBS and RSP



Safely transporting bulk goods with high-volumes and relatively low weights also requires a solid tailgate solution such as the aluminium double wing door with side safety locking system.

At Home in Both Worlds.

Horizontal Unloading of Bulk Goods and Packaged Goods Using the Sliding Floor.

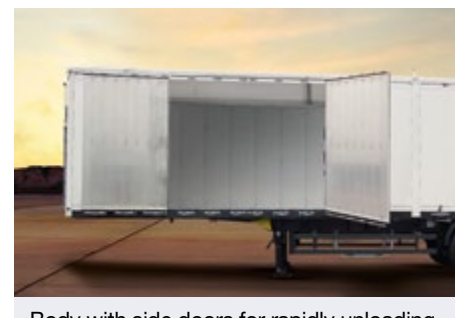
Sliding floor trailers represent a high-performance alternative for goods transport in the agricultural, wood and recycling industries. In addition, the S.SF is also capable of transporting pallet goods or packaged goods. This minimises the amount of empty runs, for example, and increases the profitability of the trailer.

Twenty-one hydraulically powered floor profiles move bulk goods or packaged goods forwards or backwards, enabling the efficient loading and unloading of bulk goods, pallets, sacks, rolls or bales. The roller tarpaulin opens up to expose the entire length of the trailer for top loading. A body variant with side doors on the left-hand side is available for side loading.

The axle unit with Multi Ride Height (MRH) air suspension, the electronic braking system (EBS) and the roll stability program (RSP) ensures optimal stability and safety when loading and when driving. The loading capacity is 85 m³, 90 m³ or 92 m³, depending on the model.



Hydraulically powered aluminium sliding floor profiles move the load.



Body with side doors for rapidly unloading bulky cargo (e.g.: Woodchips on the outward journey, chipboard on the return journey).



A moving wall ensures that fine-grain bulk goods are completely unloaded.

The Right Choice for Abrasive Cargo.

Our S.KI SR 9.6 and 10.5 Volumes with Rounded Steel Body.

Scrap metal is often highly abrasive, representing a major challenge for the body. Steel is the only material suitable for this harsh cargo. The rounded steel body on our S.KI SR 9.6 and 10.5 Volume tipper trailers is specially designed for transporting scrap metal and iron and is distinguished by its low unladen weight and outstanding economy.

- **The Light version provides an additional 800 kg of payload** thanks to its weight-optimised body (4 mm thick floor, 3.2 mm thick side walls).
- **Steel's greater durability significantly reduces the repair costs** when compared with a light alloy body. This also reduces the operating costs.



44 m³ (9.6) to 56 m³ (10.5) loading volumes allow a broad range of different usage options. The welded steel chassis and 3-axle running gear also provide a sound foundation.



The LIGHT variant of the large-volume vehicles increases the payload.

Solid Quality Down to the Last Detail.

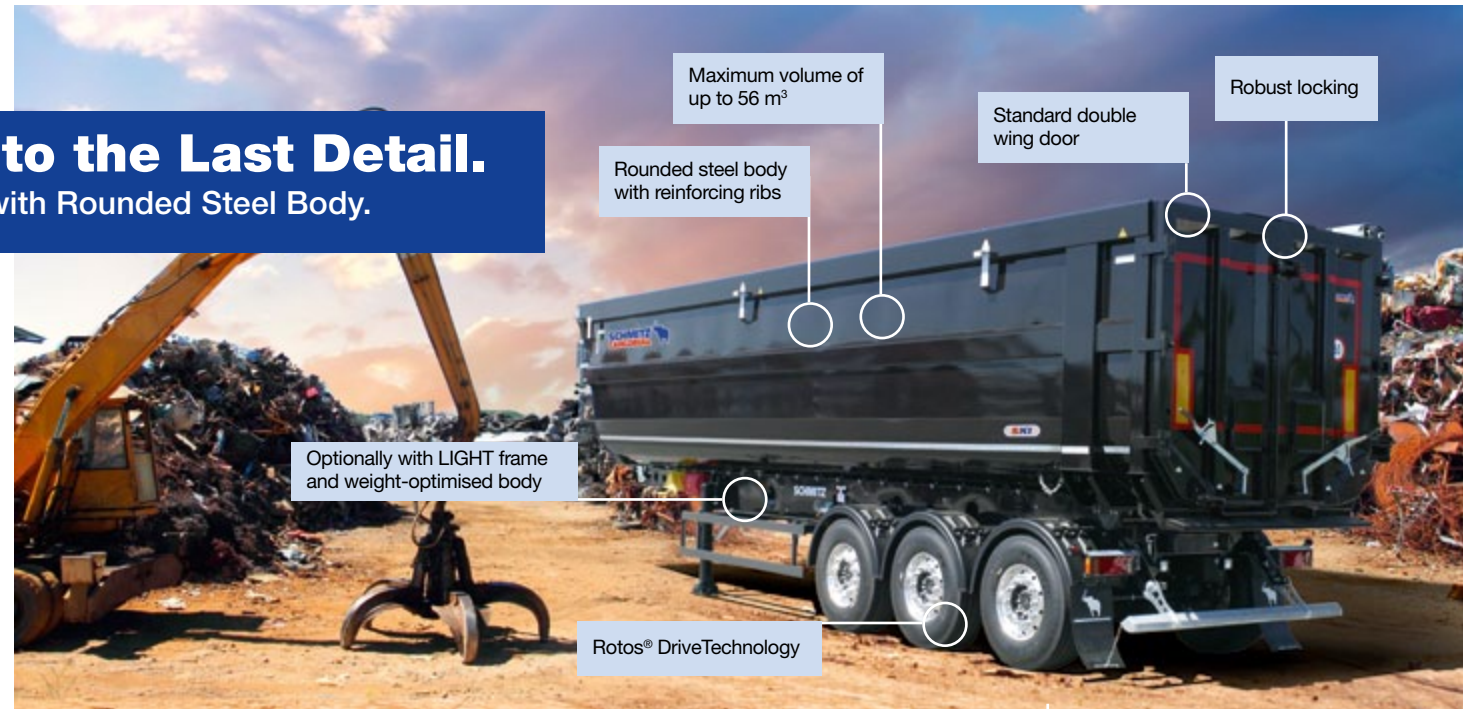
Our S.KI SR 9.6 and 10.5 Volumes with Rounded Steel Body.

Those who transport scrap and other heavy large-volume goods need to be able to trust their vehicle's reliability at all times. That is why we have developed the S.KI SR 9.6 and 10.5 Volume tipper trailers for precisely this purpose. With an unladen weight starting from 7.7 t, the large-volume steel body provides maximum payload - making it a reliable investment.

- Perfectly equipped for constant usage:

The rounded steel body made of low-wear Schmitz Cargobull special steel represents durability, low-maintenance and high-value retention.

- A two-wing door is standard equipment for the large-volume steel body.



The high-volume rounded steel body is constructed out of high-strength, dent-resistant, fine-grain steel.



The symmetrically divided combi-door with pendulum function and grain sliders*.

Designed for Extreme Demands.

S.KI Heavy-Duty Trailer for Customer Confidence.

A tipper trailer needs to fulfil special requirements in order to transport loads through areas with poor roads. Our heavy-duty bulk goods vehicles are designed for conditions, such as remote areas of Eastern Europe, which place special demands on their reliability and loading capacity.

The vehicles are loaded to capacity and travel long distances on poor quality roads, pushing the chassis and the running gear to their limits.

That is why our HD bodies are also available upon request with a heavy-duty frame capable of transporting a payload of up to 50 t in extreme cases. The thicker materials make the welded steel frame even more durable and torsion resistant. This provides greater tipping stability along with a longer service life. Where necessary, heavy-duty running gear with



greater load reserves can also be selected. "Extremely reliable and low-maintenance" is the assessment of our HD tipper trailers. Because all of the components are extremely durable and robust.



Individual custom-built vehicles enable payloads of up to 50 t.

Extreme Conditions are the Norm.

S.KI 24 8.2 with Steel Box Body.

The S.KI 24 8.2 tipper trailer with a steel box body is a vehicle designed for extreme demands. A payload of up to 45 t and a 28 m³ steel box body enables this tipper semitrailer to handle a broad range of different tasks. In order to meet the ever increasing demands for higher payloads, the robust steel box body made of high-strength, dent-resistant Schmitz Cargobull special steel is mounted on a heavy-duty frame with running gear which can be equipped with either 9 t axles or 12 t axles. Don't hesitate to get in touch, as we can configure your S.KI 24 8.2 SK tipper trailer with a steel box body to meet your precise requirements.

- **Heavy-duty frame and running gear designs prepare** the S.KI 24 8.2 SK tipper trailer for the highest payload weights.
- **The steel box body** in rib construction can, on request, also be replaced by a rounded steel body.



- **Depending on your requirements,** the S.KI 24 8.2 with a steel box body is available with a load distribution for 2-axle and 3-axle tractors.



The Heavy Duty frame from Schmitz Cargobull with reinforced I-beams and cross members provides customers with greater load reserves.



The steel box body is equipped with a recessed pendulum tailgate with a chute and is available with two dropside heights and a loading capacity of 26 m³ or 28 m³.

When You Want to Move Mountains. S.KI 24 3AT 9.6 with Rounded Steel Body.

Large construction sites and infrastructure construction projects require bulk goods vehicles which combine maximum payload with the greatest-possible reliability and the lowest maintenance overheads. Our S.KI 24 3AT 9.6 tipper trailer with a rounded steel body and a 45 t payload at a volume of 31 m³ matches this demanding requirement profile and is designed for heavy transport outside Europe. Specify your requirements regarding the efficient use of the S.KI 24 3AT 9.6 tipper trailer with a rounded steel body. We deliver a highly profitable tipper trailer with high-value retention which perfectly meets your needs.

- **Depending on the application** select running gear with 9 t axles or 12 t axles for the maximum payload.

- **The solid underbody** consists of a heavy-duty frame and running gear with 9 t axles or 12 t axles for the maximum payload, so that you can rely on your "Made in Germany" tipper trailer, even on the most difficult terrain.



The folding collision guard is also available for heavy-duty vehicles.



Behind the side collision guard there is space underneath the frame for two spare wheels.

Perfect for Heavy-Weight Jobs.

S.KI 24 3AT 10.5 with Rounded Steel Body.

With a volume of 46 m³ and a payload of up to 45 t, our HD S.KI 10.5 tipper trailer is capable of moving mountains. Uncompromisingly designed for volume and payload, the off-road-capable tipper trailer is equipped with a heavy duty frame making it ideal for transporting coal from opencast mines. In addition, with a usable length of 10 m the vehicle is also suitable for other high-yield tasks such as transporting scrap, plastic and paper for recycling or during the harvest season when the freight consists of agricultural goods.

How do you wish to use your tipper trailer? Our modular system of high-quality components ensures that you receive a tipper trailer which carries out its intended tasks with high profitability.



A working platform and roller tarpaulin are sensible additions to the equipment in order to expand the trailer's range of uses.



The tipper trailer is equipped with a heavy duty frame and a 3-axle running gear.



The heavy-duty frame is designed for combination with a 3-axle tractor.

On the Right Track. ROTOS® DriveTechnology.

Since we know the demands facing our vehicles, the ROTOS® running gear from Schmitz Cargobull is constructed using high-quality brand components from leading manufacturers. The axles, bearings, brakes, shock absorbers and pneumatic suspension are perfectly matched to ensure that every ROTOS® running gear is constructed to best meet our customers' needs for exceptional driving safety and durability with low operating costs.



The Roll Stability Program (RSP) constantly monitors the speed, centre of gravity height and the transverse acceleration. In critical situations the system automatically sends braking impulses to specifically selected wheels in order to prevent the vehicle from exceeding critical physical thresholds and restabilise it.



The TIS Trailer Information System combines the semitrailer's most important technical information: From the air suspension to the axle load and the mileage to the brake pad wear and the tyre pressure (optional). The immobiliser can also be integrated into this system: It locks the brakes and thus prevents the parked trailer from being moved.



- **The friction-welded precision axle stubs on the Schmitz Cargobull axle** possess minimal internal stress in contrast to fusion-welded parts as a result of the heat applied to the surface. This supports directional stability and smooth running.

- **When it comes to brakes, the choice is yours:** Either the internally ventilated 22.5" disc brakes: durable, easy to replace and optimally shielded against overheating and fading. Or alternatively: the drum brakes.



ROTOS® running gear is equipped with Multi Ride Height air suspension (MRH) as a standard feature.



ROTOS® running gear with internally ventilated disc brakes is designed using practical experience to meet your every need.



A self-steering axle as a third axle increases the manoeuvrability of the ROTOS® axle on winding roads or when manoeuvring, for example, and also reduces tyre wear and fuel consumption.

Keeps the Profits Where They Belong. S.KI Trough Covering as Sliding Tarpaulin or Roller Tarpaulin.

Loads which blow off or fall off the trailer result in fines and penalty points, especially when this has impaired the following traffic. As such, securing the load with a tarpaulin or a sliding tarpaulin serves to increase traffic safety. Covering the load also saves fuel as it improves the aerodynamics of the tipper trailer. That is why securing the load with a roller tarpaulin or a sliding tarpaulin contributes to profitability.

- **From the ground** the sliding tarpaulin can be easily moved and operated mechanically or electrically.
- **The folded-up sliding tarpaulin** lies on the canopy on the trough's front bulkhead.
- **Roof bows in the bow profile** (optional for the roller tarpaulin) prevent water from accumulating on the roof.



The weight-optimised aluminium platform provides a safe place for operating the roller tarpaulin.



The light and easy-to-use roller tarpaulin is operated using a crank handle while standing on a stable aluminium platform mounted laterally on the bulkhead above the trough.



The Schmitz Cargobull sliding tarpaulin is available as either a manual or electric version. The new side mounting with roller hooks and a Z-profile improves the handling.

A Focus on Efficiency.

Fuel Savings and Weight-Optimisation.

The lower the unladen weight of the tipper trailer, the higher the payload and the greater the fuel savings during empty runs. These both improve the profitability of your Schmitz Cargobull tipper trailer. With a variety of equipment variants and assistance systems we consistently pursue the goal of further optimising the economy of our vehicles.

- **The lift axle reduces tyre wear:** Lifting the first axle reduces the amount of tyre wear during empty runs.
- **The electric starting aid** is a standard feature and improves traction when starting off-road or on hills.



LED lights on the tail lights provide highly visible warning signals and suffer less wear than conventional lightbulbs.



Auxiliary supports (see illustration) or steel drop supports reduce the unladen weight and increase the payload.



Light aluminium wheels are visually appealing and also increase the maximum possible payload.

Practically Equipped. Equipment, Accessories, Options.

True strength is proven under real-life conditions. The additional equipment for Schmitz Cargobull tipper trailers has been designed using practical experience for practical applications. Efficient and easy-to-use, the equipment options offer your drivers every option for taking on and confidently handling the daily challenges on the construction site, in agricultural work or when transporting valuable goods. Our range of products helps you to enable your drivers to work independently toward your company's goals. We equip your tipper trailer exactly the way you want it.



A sturdy toolbox provides space and easy storage, ensuring that all of the necessary tools are always at hand.



The water tank mounted on the I-beam can hold 30 litres.



The spotlight on the rear cross-member illuminates the area behind the body for increased safety.



The odometer mounted on the wheel hub provides reliable information about your tipper trailer's mileage.



The fire extinguisher is located in a protected location on the frame and rapidly accessible in the event of an emergency.



The loading pressure gauge for the air bellows pressure can be used to prevent overloading and to calculate the payload.



Conveniently mounted on the I-beam: The brush and shovel are easily accessible and rapidly stowed.

We Are Happy to Help.

Our Services for Your Vehicle.

The right service converts a good product into a reliable investment. That is why your service provider should be just as strong a partner as your bulk goods trailer from Schmitz Cargobull. Our one-stop service provides you with benefits which pay off. When you have a one-stop shop for tailor-made financing, an inexpensive Full Service contract and integrated trailer telematics, you can put your tipper trailer on the road that much faster. In addition, you have one contact person who understands your needs, even in complex situations.

No one knows the product better than the manufacturer. That is why we can often offer better conditions for maintenance, repairs and protect the residual value of your vehicle better than an outsider! There are many good reasons for taking advantage of the comprehensive services provided by Schmitz Cargobull.



Cargobull Finance offers you tailored financing from the industry experts. Attractive conditions for **hire-purchase** and **leasing** including **GAP-Cover** are a part of our range of services as is the **Schmitz Cargobull Protection packet**, which often provides coverage equivalent to fully comprehensive insurance cover.



Cargobull Parts & Services will deliver all available original replacement parts within 24 hours **throughout Europe** for most trailers. With a **Full Service contract** including **break-down cover** you can insure yourself against the risk of costs for repairs and maintenance with an inexpensive single sum.



Cargobull Telematics with **TrailerConnect®** meets the increasing demands of a modern **trailer telematics system**. With the **Position** service you can simplify dispatch management, with **Technology** you enter the demand-oriented trailer maintenance system. In addition, up-to-date summaries provide you with the basis for more efficient **fleet management**.



To ensure that you are always quickly back on the road we have the **Cargobull Euroservice** 24 hours a day, 365 days a year in 40 European countries. With over **1,200 audited service partners**, a comprehensive European network ensures that you always receive professional help for your Schmitz Cargobull trailer.

Just more. Again and Again.

We owe our success to you, our customers. We know that we must consistently earn your trust every day. With good ideas, hard work and with bulk goods tipper trailers which support your success in the transport business on a daily basis. That is what we strive for every day. Because we want to utilise our trailer know-how to provide you with the best solutions.

We have additional information about our bulk goods vehicles for you on the internet at www.cargobull.com. Or simply call us and talk directly with our experts.

We are there for you!

Find out more at:
www.cargobull.com



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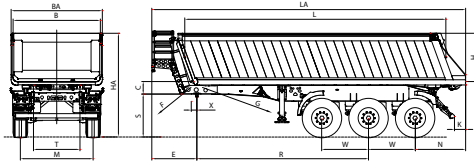
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Facts.

Dimensions & Data.

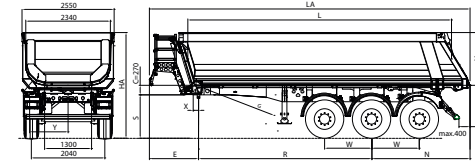


S.KI LIGHT Construction site - Three-axe rear-tipper semitrailer with an aluminium box body S.KI 24 / 7.2 SL06 AK

Semitrailer height loaded – minimum recommended	1,190 mm	
Semitrailer height loaded - Semitrailer horizontal. (S)	1,170 mm	
Semitrailer height loaded max. permissible (S)	1,270 mm	
Semitrailer height empty & coupled - Semitrailer horizontal (S)	1,200 mm	
Semitrailer height empty & coupled - max. permissible (S)	1,300 mm	
Axles	3 x 9,000 kg	
Axle distance (W)	1,310 mm	
Spring track/track width (T/M)	1,300 mm	2,040 mm
Wheelbase (R)	4,800 mm	
Loading length / loading width (L/W)	7,300 mm	2,440 mm
Dropside height	1,350 mm	
Loading volume	23.8 m ³	
Floor height above trailer coupling (C)	350 mm	
Pivoting radius as per ISO 1726	2,300 mm	
Distance from centre of rear axle to body/chute at rear (N)	1,406 mm	
Rear edge of underride guard to rear edge of the body (K)	Max. 400 mm	
Max. height when tipped	approx. 8,200 mm	
*Centre of heating funnel to king pin (X)	155 mm	
*Centre of heating funnel to centre of longitudinal axis	995 mm	
Tipping cylinder piston swept volume approx. high pressure/low pressure	73 litres	79 litres
Overall length / overall width (LA/LB)	8,316 mm	2,550 mm
Overall height (empty & horizontal) (HA)	2,900 mm	
Gross weight technically possible	39,000 kg	

* Additional fittings

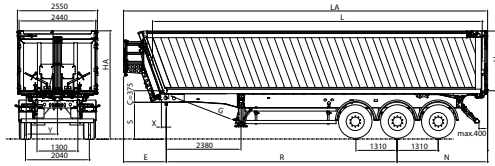
All dimensions and weights are approximate. The data relates to a vehicle with basic fittings without taking into consideration possible additional fittings.



S.KI SOLID Construction site - Three-axe rear-tipper semitrailer with a rounded steel body S.KI 24 / 7.2 SL06 SR

Semitrailer height loaded – minimum recommended	1,190 mm	
Semitrailer height loaded - Semitrailer horizontal	1,170 mm	
Semitrailer height loaded max. permissible	1,270 mm	
Semitrailer height empty & coupled - Semitrailer horizontal (S)	1,200 mm	
Semitrailer height empty & coupled - max. permissible	1,300 mm	
Axle distance (W)	1,210 mm	1,310 mm
Wheelbase (R)	4,900 mm	4,800 mm
Tyres for driving height = 470 (overall height)	385 / 65 R 22.5"	
Tyres for driving height = 470 (overall height + 30 mm)	425 / 65 R 22.5"	
Loading length chute (L)	7,300 mm	
Loading length with supported pendulum tailgate	7,480 mm	
Loading length with combi-door vertical	7,690 mm	7,660 mm
Body height (H)	1,660 mm	1,460 mm
Front overhang radius (front beam)	1.385-1,410 mm	
Front overhang radius with platform	1,635 mm	
Pivoting radius as per ISO 1726	2,300 mm	
Front overhang of '600' canopy	1,205 mm	1,145 mm
Front overhang without platform	855 mm	
Front overhang with platform	1,360 mm	
Rear overhang chute (N)	2,615 mm	2,715 mm
Rear overhang supported pendulum tailgate	2,590 mm	2,690 mm
Rear overhang of combi-door vertical	2,675 mm	2,775 mm
Centre of heating funnel to king pin (X)	150 mm	
Centre of heating funnel to centre of longitudinal axis (Y)	1,065 mm	
Overall height (HA)	3,130 mm	2,930 mm
Overall height with roller tarpaulin (+ 100 mm)	3,240 mm	3,040 mm
Overall height with sliding tarpaulin (+ 400 mm)	3,530 mm	3,330 mm
Overall length with chute (with platform) (LA)	8,875 mm	

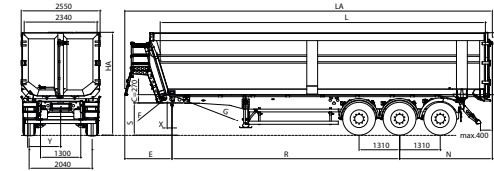
Facts.
Dimensions & Data.



S.KI LIGHT Volume - Three-axle rear-tipper semitrailer with an aluminium box body S.KI 24 / 10.5 SL06 AK

Semitrailer height loaded – minimum recommended	1,170 mm			
Semitrailer height loaded - Semitrailer horizontal	1,150 mm			
Semitrailer height loaded max. permissible	1,290 mm			
Semitrailer height empty & coupled - Semitrailer horizontal	1,180 mm			
Semitrailer height empty & coupled - max. permissible	1,320 mm			
Front overhang radius (front beam)	1.425-1,545 mm			
Front overhang radius with platform	1,645-1,935 mm			
Pivoting radius as per ISO 1726	2,300 mm			
Tyres for driving height = 470 (overall height)	385 / 65 R 22.5"			
Tyres for driving height = 470 (overall height + 30 mm)	425 / 65 R 22.5"			
Wheelbase	7,350 mm			
Rear overhand combi	2,885 mm			
Rear overhang combi	2,865 mm			
Rear overhang pendulum tailgate	2,980 mm			
Centre of heating funnel to king pin	155 mm			
Centre of heating funnel to centre of longitudinal axis	995 mm			
Body height	2.300	2.100	1.900	1,650 mm
Overall height	3.855	3.655	3.455	3,205 mm
Overall height with roller tarpaulin (+ 110 mm)	3.965	3.765	3.565	3,315 mm
Loading length combi-door	10.575	10.540	10.500	10,460 mm
Loading length with supported pendulum tailgate	10.575	10.540	10.500	10,460 mm
Loading length with pendulum tailgate	10.575	10.540	10.500	10,460 mm
Front overhang without platform	1.050	970	900	870 mm
Front overhang with platform	1.515	1.515	1.360	1,260 mm
Overall length with combi-door (with platform)	12.090	12.055	11.860	11,720 mm
Overall length with combi-door (without platform)	9.525	9.570	9.600	9,590 mm

This publication is an international publication and may contain services that are not offered in certain countries. All dimensions and weights are approximate. The data relates to a vehicle with base fittings without taking into consideration possible additional fittings. We reserve the right to make technical changes. Some illustrations show vehicles with special fittings. The statements are only valid for the Federal Republic of Germany at the time of printing. Contact your Schmitz Cargobull contact partner and ask about the offers and services that are valid in your own country. Version August 2012.



S.KI SOLID Volume - Three-axle rear-tipper semitrailer with a rounded steel body S.KI 24 / 10.5 SL06 SR

Semitrailer height loaded – minimum recommended	1,200 mm	
Semitrailer height loaded – Semitrailer horizontal (1,010)	1,200 mm	
Semitrailer height loaded max. permissible	1,240 mm	
Semitrailer height empty & coupled - Semitrailer horizontal (1,040)	1,230 mm	
Semitrailer height empty & coupled - max. permissible	1,270 mm	
Front overhang radius (front beam)	1.425-1,510 mm	
Front overhang radius with platform	1,780 mm	
Pivoting radius as per ISO 1726	2,300 mm	
Tyres for driving height = 470 (overall height)	385 / 65 R 22.5"	
Tyres for driving height = 470 (overall height + 30 mm)	425 / 65 R 22.5"	
Wheelbase	7,350 mm	
Rear overhang door	2,990 mm	
Centre of heating funnel to king pin	155 mm	
Centre of heating funnel to centre of longitudinal axis	1,065 mm	
Body height	2.300	2,000 mm
Overall height	3.800	3,500 mm
Overall height with roller tarpaulin (+ 110 mm)	3.910	3,610 mm
Loading length vertical	10.545	10,500 mm
Front overhang without platform	865 mm	
Front overhang with platform	1,525 mm	
Overall length with door (without platform)	11,205 mm	
Overall length with door (with platform)	11,865 mm	

All dimensions and weights are approximate. The data relates to a vehicle with basic fittings without taking into consideration possible additional fittings.



The Trailer Company.



just more.

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