

Freinberg, 28 January 2019

Full-range portfolio with intelligent solutions

As one of only a few full-range suppliers of towed commercial vehicles for the construction industry, the Austrian Schwarz Müller Group will present five vehicles at bauma 2019 in April.

The premium supplier has a portfolio of more than 50 vehicle types for the construction industry. Tippers, low-loaders and walking-floor vehicles can all be configured with an extensive range of specifications or customised to meet individual requirements on request. "Our construction and production efforts ensure that our customers receive vehicles which guarantee added value. A vehicle from Schwarz Müller performs better under all operating conditions," said CSO Michael Weigand at the bauma media dialogue in Munich today, Monday, 28 January. Weigand lists amongst their key properties intelligent features that enhance driver safety and ease of handling, as well as increasingly digital solutions. The vehicles are constructed in steel as well as in aluminium, with those made from aluminium often the lightest in their class.

Five Schwarz Müller Group vehicles will be presented in the outdoor area North on stand 825/2 at bauma from 8 to 14 April.

1. Thermally insulated vehicle
2. Steel segment body
3. Tipper body
4. Low-loader trailer
5. Tandem tipper

1. Thermally insulated vehicle with digital temperature control of the mixed materials

The importance of a thermally insulated vehicle in the “laying asphalt” process chain is widely known: the temperature profile of the mixed bituminous materials, the homogeneity of the mixed materials temperature, the continuous calculation of the core temperature of the mixed materials in real time using sensors or the docking behaviour. A variety of parameters influence the paving quality, and Schwarzmüller thermally insulated vehicles lead the way in all of them! As a pioneer in lightweight construction and heat insulation, Schwarzmüller has achieved thermal resistance (R value) of 1.80 m² K/W, which exceeds the prescribed value of 1.65 m² K/W by more than ten per cent. Other advantages offered by the thermally insulated vehicles include the avoidance of thermal bridges due to their special construction and the ability to control a variety of practical applications via smartphone. This includes, for example, comfortable operation of the electronic air suspension with lifting and lowering mechanism. The controls can also be used to raise the lift axle and to activate the paver brake, which also means simultaneously lifting by means of air suspension. That means tipping into the paver is safe. The electrical sliding covers can also be opened and closed via smartphone. The lightest Schwarzmüller thermally insulated vehicle weighs in at an empty weight of 4.7 t. The optimised payload reduces both fuel consumption and CO₂ emissions, which in turn reduces transport costs and helps protect the environment.

2. Steel segment body: hydraulic rear axle

With its lightweight construction torsion-resistant steel frame, this is the “classic” body with an empty weight of 5.3 t and upwards, pairing extreme robustness with a comparatively low empty weight. Torsion boxes and tubes installed horizontally into the frame, together with the 4-point tipper cylinder, improve the tipping stability of the steel segment body by up to 6%, thus ensuring increased safety. Air suspension axles with disc brakes and an automatic lowering mechanism ensure greater stability during tipping, while the hydraulic SAF-TRACK rear axle increases

off-road capabilities and supports the tractor unit on challenging ground surfaces. The electronic braking system, including stability programme, the forced lowering of the automatic lift axles, the starting aid for the first axle and the tipper body in high-quality Hardox steel are further reasons why the Schwarzmüller steel body is the first choice for transporting sand, excavated earth and crushed stone.

3. Tipper body: complete operation from the driver's cab

Equipped with a 3-way tipper body, a 4-axle truck chassis is ideal on any construction site, whether transporting sand, gravel, excavated earth or crushed stone. In addition to a body weight of just 3.3 t in the lightest version, an internal width of 2.42 m suitable for loading pallets and a loading volume of 14.9 m³, the 3-way tipper has a hard chrome-plated tilt cylinder, as well as a continuous torsion-resistant and weight-optimised subframe with a low body height which serves to lower the payload's centre of gravity. On the tipper body with its patented hollow chamber, the left Bordmatik side wall can be hydraulically operated from the cab and folded out up to a maximum of 170 degrees. Together with the hinged rear wall with pneumatic lock, these are some of the outstanding features which enhance safety and handling. Five pairs of foldable 5 t lashing rings integrated into the floor, the electropneumatic aluminium trapezoidal underride protection which can be raised and the electric sliding covers with 30 mm arch height round off the extensive range of specifications.

4. Low-loader trailer: load carrier for overwidths

The most important criteria for low-loaders used to transport construction machinery are the lowest possible empty weight, a low loading height and a robust frame construction. These are precisely the features offered by the 4-axle low-loader trailer with excavator shovel recess and roller buttress, with an empty weight of 7.95 t and above, a loading height on the low bed of approx. 0.87 m and a drive-on and offset frame section over the bogie. This allows for the trouble-free transport of tall and overwidth machinery. The engineers at Schwarzmüller have also come up with a few extras for this low-loader: with its flat ramp angle of just eight degrees, the hydraulic double ramp with added lateral movement makes

loading and unloading easier. With air suspension including lifting and lowering mechanism, as well as many lashing options, the chassis ensures optimum load tie-down. Schwarz Müller is also setting the standards in corrosion protection: drawbar, bogie and loading ramp are all hot-dip galvanised as standard.

5. Tandem tipper: the ultimate lightweight on the market

Multifunctional, making it almost universally applicable: with its low empty weight starting at just 3.65 t, an internal width of 2.42 m suitable for loading pallets and a loading volume of around 11.6 m³, Schwarz Müller's tandem 3-way tipper trailer, available in 1- or 3-axle versions, is ideal for transporting bulk materials or pallets. And with a tipper box constructed entirely from aluminium, it is the lightest trailer on the market. Easy to manoeuvre yet at the same time with a robust construction, the flexible tandem tipper trailer offers maximum capacity utilisation, in turn increasing productivity and profitability. Its key features include the tipper body's patented hollow chamber construction, a threaded and therefore height-adjustable drawbar eye, the swing and folding side walls with spring lifting aids and central locking, as well as the swing rear wall with pneumatic locking. The offset drawbar also permits tilting while the trailer is coupled.

For further information:

Mag. Michael Prock, Prock und Prock Marktkommunikation GmbH, Pressesprecher

Rochusgasse 4, 5020 Salzburg, Österreich

E-Mail: mp@prock-prock.at, Tel.: +43.662.821155.0

The Schwarz Müller Group is one of the largest full-range suppliers of towed commercial vehicles in Europe and currently operates in 21 countries, mostly in Central, Southeastern and Eastern Europe. With its focus on the premium segment, the company sets the standards for the industry, and with over 140 years of expertise is the specialist for individual transport solutions in demanding industries. These include the construction and oil industries, the extractive and materials industries and long-distance transport. As well as its production facilities in Austria (Hanzing), the Czech Republic (Žebrák) and Hungary (Budapest), the company also supports a network of 350 service centres across Europe. In 2017 the company manufactured 8,900 commercial vehicles, employed 2,290 staff, and generated revenue of 350 million euros.