

# fruehauf

NZ LIMITED



# IRTENZ

- Recognising the work & the support they provide
- Fruehauf supports new innovation & always has a strong focus on improving vehicle designs & productivity
- Supporting IRTENZ toward new technologies

# Our new innovation

- ▣ We employ 7 engineers – 3 are NZTA certifier
- ▣ Enhance computer modelling with 3D & finite analysis
- ▣ Sourcing new technologies & designs around the world
- ▣ Investigating regeneration trailer axles
- ▣ Telematics
- ▣ Improving productivity by standardisation

**SCHMITZ**  
**CARGOBULL**



The Trailer Company.



# Who are they

- ▣ Europe's largest trailer builder
- ▣ Last year produced over 57,000 trailers
- ▣ Approx. 200 strong engineering team focusing on innovation & productivity
- ▣ Produces over 10,000 fridge motors per year
- ▣ Produces 300,000 trailer axles
- ▣ Partnership to access their products, support & productivity gains in manufacturing



# Refrigerated trailers

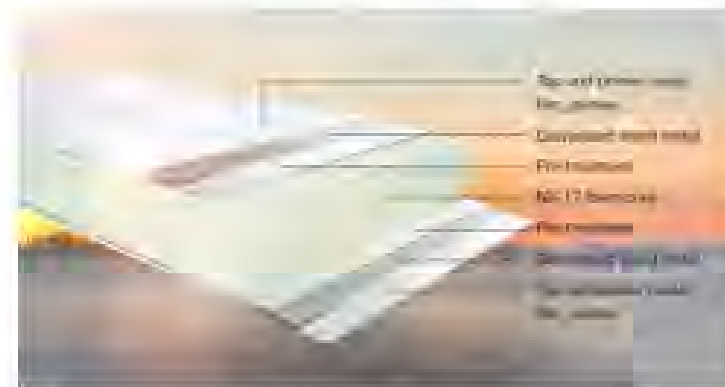


# Ferroplast panels


## Key strengths of the Schmitz Cargobull body

### 1. Ferroplast panel technology

- a) Vapour diffusion tight
- b) All side wall elements recessed
- c) Low thermal expansion
- d) Low heat storage capacity
- e) Hygienically unmatched
- f) Crack resistant, never gets brittle
- g) Extremely rigid construction



# Better thermal efficiency



**Key strengths of the Schmitz Cargobull body**

1. Ferroplast panel technology

**K-Value - definition**

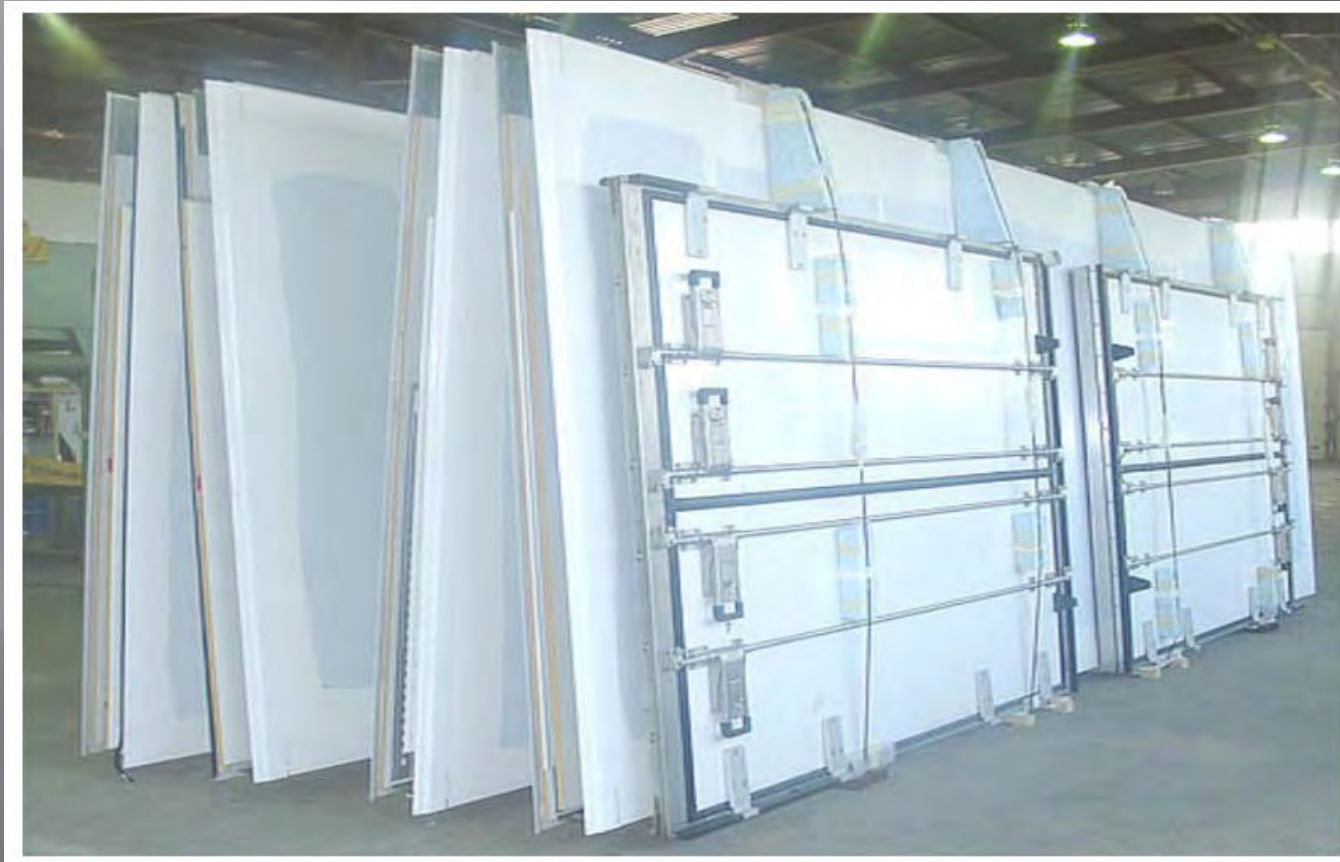
- K-value is a measure of heat conductivity of a material or a structure determined by the rate of heat flow through an area in the substance
- The k-value is expressed as a figure between 0 and 1
- A lower k-value is equivalent to a better insulation
- The K-Value is determined **within an accredited k-value testing facility in extensive tests over the duration of 2 days**

**< 0.4 – SCB K-value\***

*\* depends on the kit specification*

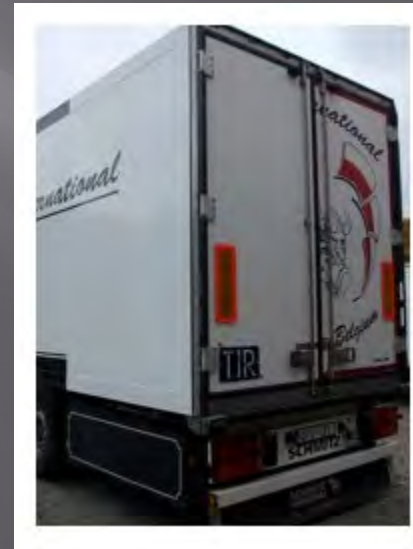
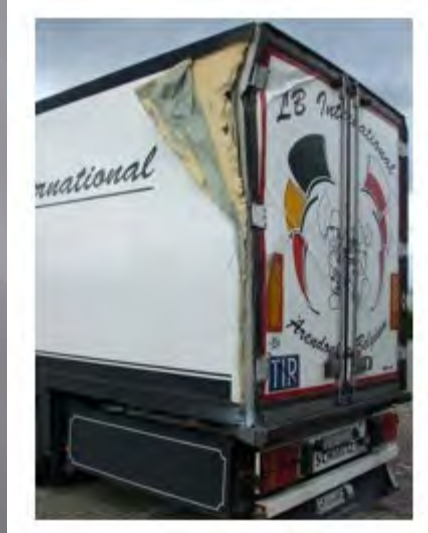


Supplied in kit form to suit our chassis



# Easy to repair

- ❑ Panel repairs can be localised to area of damage reducing time off the road
- ❑ Larger repairs can be sectionalized rather than replacing the whole wall



# Fridge telematics

- ❑ Operator can start the motor & set temperatures from base remotely
- ❑ Monitor temperatures in transit
- ❑ Warns of possible faults reducing reactive repairs or loss of temperature
- ❑ Vehicle tracking
- ❑ Towing vehicle log on - ensuring the right load is behind the right truck
- ❑ Security rear containers doors & geofence to open on site
- ❑ Talks to EBS unit to record & transmit vehicle loading, brake faults & wear & driver behaviour



# Modulus bolted chassis





Thank you

