S.CF GOOSENECK Container Chassis
The Product Range.
The Gooseneck Semitrailer Container Chassis.
The Product Range for Every Container Transport Task.

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The Schmitz Cargobull gooseneck-design semitrailer container chassis can be precisely customised for your transport business. Our modular system enables you to simply combine the frame, extensions, container locking mechanisms and equipment as required.

With three semi-automatically adjustable wheel bases, the S.CF 45' SLIDING BOGIE offers you complete loading versatility and can transport all common container formats from 20' to 45'.

More than half of the container transport volume consists of 20' standard containers – the remaining business is distributed among a broad range of other designs. The S.CF 45' SLIDING BOGIE enables you to flexibly plan for every container size.
The S.CF, 45' Semitrailer Container Chassis with Sliding Bogie: High trailer usage through flexibility, covering all container formats up to 45’.

**S.CF 45' with SLIDING BOGIE – The Advantages at a Glance**

- **Correct drive axle loading:**
  Transport heavy 20' containers in the centre position

- **Flexible scheduling:**
  Universal frame for all container formats from 20' to 45'

- **Efficient handling:**
  20' containers are semi-automatically positioned flush with the rear

- **Drive safely and manoeuver easily:**
  Three wheelbase positions

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- The containers are transported in the centre position with a wheelbase of 7,580 mm.
- The trailer load in the driving position is 10 t when transporting a 20' container weighing 30 t.
- 40' containers are transported with a 7,580 mm wheelbase, two 20' containers with a 7,580 mm or 8,150 mm wheelbase, depending on the weight.
- 30’ and 45’ containers are transported with a 8,150 mm wheelbase.

*Special authorisation is required for transport*
Variable Wheelbase.  
For Correct Trailer Loads.

The S.CF 45’ with sliding bogie provides three simple tractor-trailer wheelbase settings. With a short wheelbase, heavy 20’ containers can be positioned flush with the rear at the ramp, and transported with the correct trailer load using the middle wheelbase. The middle or long wheelbase is used to carry 30’, 2 x 20’ and 45’ containers.

Drive Axle Loading as per EU Directive 96/53/EN.

The EU Directive 96/53/EC requires a drive axle loading of at least 25 % of the total vehicle weight for international transport. Many EU member countries are enforcing this directive via more frequent inspections. Regardless of the weight and size of the container, with three selectable wheelbases you can always be on the safe side. And back on the road without any delays.

Extending the wheelbase enables you to ensure the correct drive axle loading when transporting heavy 20’ containers.
SLIDING BOGIE: Semi-automatic Adjustment.

The semi-automatic system makes adjusting the S.CF 45’ SLIDING BOGIE a safe and time-saving routine. The driver uses the central control unit to select the right setting and uses the tractor to adjust the container frame. The chassis brakes, lifts and unlocks automatically. After the adjustment the brakes automatically lock, lower and release again.

Adjusting the wheelbase on the S.CF 45’ SLIDING BOGIE is this easy:

– Select the wheelbase via the central control unit or remote control (optional).
– The pneumatic suspension automatically raises the vehicle to the adjustment height.
– The running gear brakes automatically and the container frame unlocks automatically.
– The container frame locks automatically and the brakes release.
– The reset-to-ride function lowers the chassis back to the driving height.
Adaptable.  
For Unloading at the Ramp Flush With the Rear.

The S.CF 45' with sliding bogie offers you sophisticated solutions for reducing the time required for loading procedures, while also improving safety. This applies to positioning at the ramp and also when adapting the vehicle for loading differing container types.

Extending the container frame to the 5,850 mm wheelbase enables 20' containers to be positioned flush with the ramp for unloading.
Overview of the Product Range.

**S.CF 45' Semitrailer Container Chassis with SLIDING BOGIE.**

Simply combine the options which you require for your vehicle:
Clear and understandable order forms are provided in the rear envelope pocket.
The S.CF 45' EURO Semitrailer Container Chassis.
Your Universal Frame for All Sea Containers up to 45'.

The S.CF 45' EURO semitrailer container chassis gives you flexibility. The right combination of safety, time efficiency and economy – from the 20' standard container to the 45' EU-container with long tunnel and sloping edges.
The S.CF 45’ EURO carries containers up to 45’. The MULTI LOCK® locking mechanism on the front extension secures tunnel containers with or without sloping edges and containers without a tunnel. The KLAPP LOCK locking mechanism secures the front container for 2 x 20’ loading and folds away when transporting tunnel containers. The STEP LOCK® option easily adjusts the locking mechanism on the rear extension for containers with or without a tunnel.

S.CF 45’ EURO – The Advantages at a Glance

- Flexible: Prepared for 20’ to 45’ containers with or without tunnel
- Optional: Locking mechanisms for 40’ and 45’ containers without tunnel
- Sophisticated: 130 mm frame throat height for a max. 4,000 mm total height
- Practical: Pneumatic rear extension, mechanical front extension
- Seaworthy: 2 pairs of ferry lashings

*S Special authorisation is required for transport
The S.CF 40' MX Semitrailer Container Chassis.

Your All-rounder for All Container Formats up to 40'.

If your transport business focuses on 20', 30' and 40' containers then the S.CF 40' MX is the perfect high-performance solution for you – especially in view of the harsh demands when loading and on the road.
The S.CF 40’ MX is designed for versatility when transporting containers up to 40’. The pneumatic central tube rear extension rapidly adapts the trailer to the current load. The rigid front beam rapidly and safely secures containers with or without a tunnel.

The KLAPP LOCK locking mechanism secures the front container for 2 x 20’ loading and folds away when transporting tunnel containers. The optional STEP LOCK® locking mechanism on the rear extension enables you to secure 40’ containers without a tunnel.

S.CF 40’ MX – The Advantages at a Glance

✓ Standardised: Prepared for 20’ to 40’ containers with tunnel

✓ Expandable: Optional locking mechanisms for 40’ container without tunnel

✓ User-friendly: Pneumatic rear extension with mechanical locking mechanism

✓ Practical: Container position without any problematic rear protrusions
The S.CF 40' LX Semitrailer Container Chassis.
The Practically Optimised Alternatives for 20' and 40' Containers.

The S.CF 40' LX offers you the perfect concept, if efficient transport and 20' and 40' containers positioned flush with the rear are your focus – available with the optional STEP LOCK® locking mechanism for 40' containers without a tunnel.
The S.CF 45' LX transports 20’ containers flush with the rear, 2 x 20’ containers and 40’ tunnel containers. The locking mechanism concept: The standard TWIST LOCK locking mechanism on the 2nd and 4th container beams, folding locks on the rigid front beam, KLAPP LOCK for securing the front container when loading 2 x 20’ and the optional STEP LOCK® for adjusting the height of 40’ containers without a tunnel. The pneumatic central tube rear extension is quick and easy to use and need not be adjusted separately for 40’ containers without a tunnel.

S.CF 40’ LX –
The Advantages at a Glance

✓ Focused: Prepared for 20’ containers, 2 x 20’ and 40’ tunnel containers

✓ Expandable: Optional locking mechanism for 40’ containers without tunnel

✓ User-friendly: Pneumatic rear extension with mechanical locking mechanism

✓ Practical: Container positioned flush with rear, no protrusions
The S.CF 40' FX Semitrailer Container Chassis.
The Standard Stacker-accessible Solution for 20' to 40' Containers.

With the robust S.CF 40' FX with a rigid rear module and a platform designed for stacker access you are perfectly prepared for hard, fast container loading operations.
The S.CF 40’ FX with a rigid front beam and a rigid rear module is designed for the toughest demands. The stacker-accessible rear platform makes handling 20’ containers extremely simple and the standard locking mechanism secures every container format up to 40’. The standard KLAPP LOCK locking mechanism combined with the optional STEP LOCK® system provides complete flexibility for loading containers without a tunnel up to 40’. The 2nd, 4th and 5th container beams are equipped with standard TWIST LOCK locking mechanisms.

S.CF 40’ FX – The Advantages at a Glance

✓ Variable: Prepared for all 20’ to 40’ containers with tunnel
✓ Flexible combination: KLAPP LOCK and STEP LOCK® optional
✓ Time-saving: Stacker-accessible rear platform
The S.CF GOOSENECK LIGHT Semitrailer Container Chassis.
More Payload for Your Standardised Transport With 40' and 45' Containers.

The S.CF 40' FX LIGHT, S.CF 45' EURO LIGHT and S.CF 45' ONLY semitrailer container chassis are optimised for absolute minimum weight. Focusing on the essentials increases the efficiency of your standard transport business.

Specialisation is the direct path to greater profitability – especially when a large proportion of your business volume consists of 40' and 45' containers.

Our light gooseneck frame design provides you with additional payload and an excellence price-performance ratio.
The S.CF 40' FX LIGHT has an unladen weight of 4,300 kg, carries 40' tunnel containers and can also be prepared for 40' containers without a tunnel and 2 x 20' containers.

This option is also available for the S.CF 45' EURO LIGHT with an unladen weight of 4,400 kg and is equipped for 40' and 45' as a standard.

S.CF 40'/45' LIGHT with Gooseneck
The Container Loading Plan

* Special authorisation is required for transport
Overview of the Product Range.
For S.CF GOOSENECK Semitrailer Container Chassis.
Overview of the Product Range.
For S.CF GOOSENECK LIGHT Semitrailer Container Chassis.

**Designed for a Long Service Life.**

Schmitz Cargobull container chassis are constructed using high-strength steel profiles and systematically protected against corrosion. In addition, you benefit from state-of-the-art development methods. The finite element method ensures that every type of frame possesses outstanding resistance against fractures caused by overloading during the loading process.
Choosing more efficient locking mechanisms accelerates every container swap. We make it possible: Thanks to the best material quality, simple handling, minimised risk of operator error and two patented locking systems for more convenient transportation.

The Locking Mechanisms.

For All Container Formats from 20' to 45'.

- MULTI LOCK®
- STEP LOCK®
- KLAPP LOCK
The Schmitz Cargobull locking mechanism range has been developed by professionals for professionals. The patented front end MULTI LOCK® is adjusted to fit tunnel containers with sloping and straight edges and containers without a tunnel in only a matter of moments. When loading 2 x 20’ containers, the KLAPP LOCK only requires a few seconds to lock the rear of the front container. The patented STEP LOCK® enables you to match the height of containers without a tunnel in no time at all.

Handling: Everything Under Control.

Container loading is precision work under time pressure – especially when handling containers in ports. Working safety is twice as important: Which is why the rear extension, front extension and container locks on our semitrailer container chassis are designed for intuitive use, ease of operation and the simplest possible handling. Providing convincing handling safety even under adverse conditions.
**MULTI LOCK®**

For carrying 45’ EU-containers: The patented MULTI LOCK® locking mechanism on the mechanical front extension for total versatility.

With the extended TWIST LOCK for containers without tunnel.

MULTI LOCK® in the locking position for tunnel containers with sloped edges …

… adjusted for tunnel containers with straight edges.

Spring-mounted container guides simplify positioning tunnel containers.
The Gooseneck Chassis Locking Mechanisms.
**KLAPP LOCK and STEP LOCK®: Designed for Professionals.**

Providing you with decisive flexibility when scheduling.

With 2 x 20’ loads the two KLAPP LOCKs serve to lock the rear end of the front container:
Simply swivel them upward, latch in the securing hooks and then set down the container.
After unloading, raising the securing hook unlocks and folds away the KLAPP LOCK.

Two STEP LOCKs® on the rear extension allow you to adjust your semitrailer container chassis to containers with and without a tunnel in a matter of moments. The guided path when changing the locking height offers exemplary safety against operating errors.

STEP LOCK® locking mechanism on the rear beam for 40’ and 45’ containers.
KLAPP LOCK

KLAPP LOCK locking mechanism: In lowered position (top) and folded out as the rear lock for the front container for 2 x 20’ loading.

KLAPP LOCK.

Standard TWIST LOCK locking mechanism: Lowerable, with twist locking.

Option: Three pairs of folding container supports for 40’/45’ containers without tunnel.
The future begins now: ROTOS®+
Weight-optimised precision axle units.

We have optimised the axle tube manufacture to prevent unnecessary tyre wear and fuel consumption. The axle guides are shrunk on and the axle stubs are friction welded. This results in perfectly parallel running wheels. The optimised shape of the axle tube and guides substantially increases the stability and reduces the weight of the ROTOS®+ axle unit.
Disc Brakes: Greater Safety as Standard.

Brake deficiencies remain the most frequent technical cause of serious truck accidents*. The standard disc brakes on our ROTOS® running gear have a disc diameter of 430 mm and more efficient cooling, reducing the braking temperature by up to 60 °C. This prevents fading effects and reduces brake wear. The simple assembly when replacing brake pads and discs is an additional advantage.

* DEKRA Traffic Safety Report 2009

Our ROTOS® running gear has been proving itself since 1998, through active driving safety, high operational performance and low maintenance costs.

ROTOS® axle unit with MRH pneumatic suspension and 22.5’ disc brakes. The internally ventilated 430 mm diameter brake disc increases the brake’s service life.
Assistant for Greater Safety.

Whether you have to make a sudden evasive manoeuvre or hit a critical corner – the standard EBS with roll stability program helps drivers to keep the vehicle safely under control. Within physical limits the system maintains the dynamic stability of the semitrailer by automatically braking individual wheels, making an important contribution to greater safety.
CONTROL UNIT FOR THE PARKING BRAKE, AXLE LIFT AND PNEUMATIC SUSPENSION.

Steel/metal compressed air tank. Protected layout: Electrical and pneumatic connections.

AUTO RESET to the Correct Ride Height.

The MRH pneumatic suspension enables rapid adjustment for different ramps and fifth-wheel heights. When driving off the AUTO RESET function automatically sets the specified ride height. This saves time, reliably prevents damage to the air spring bellows and the tractor and semitrailer container chassis always form a single coordinated unit.

Control unit for the parking brake, axle lift and pneumatic suspension.
The Frame. 
Equipment and details.

MRH Pneumatic Suspension: Protects the Freight and the Vehicle.

The standard MRH pneumatic suspension on Schmitz Cargobull container chassis protects both the frame and the freight. The pneumatic suspension system is constructed using premium brand-name components and possesses outstanding suspension comfort, long spring travel and excellent damping. The design is optimised for heavy duty conditions, which pays off over the long term when faced with robust loading behaviour and the poor road conditions in ports.

Working platform at the rear: Provides easy access to 20’ containers in the centre position.

Stable for robust manoeuvring: Landing gear with two-stage gearbox.

For 3-axle tractors: The second kingpin position.
The Extensions.
Flexibility for 40’ and 45’ Containers.

The solid and user-friendly Schmitz Cargobull container extensions perfectly equip your vehicle for efficient loading procedures.

The rear extensions utilise a centre tube design, preventing problems with jamming or tilting – even under demanding loading conditions. Versions with pneumatic or mechanical locking are also available in addition to the versions utilising pneumatic adjustment.

The mechanical front extension on the S.CF 45’ SLIDING BOGIE and the S.CF 45’ Euro is spring-mounted on roller bearings. This delivers convincing long-term stability and smooth running.

Easily accessible: Mechanical locking mechanisms on the front extension.

Smooth running mechanism: Front extension spring-mounted on roller bearings.

Safe and time-saving: Easy handling when adjusting.
At the press of a button: The rear extension is pneumatically set to the specified container size and locked in place.

Protected mounting: The control unit for the rear extension and locking mechanism.

Accessible: Manual extension locking.

Rear extension retracted.

Reduced risk of damage and longer service life: The pneumatic cylinder piston rod is positioned inside the extension’s central tube.

Robust sliding mechanism.
For the S.CF GS 40'/45' LIGHT: The tail lift enables loading and unloading without a ramp.

When transporting 45' containers the tail lift can also be extended via a rack and pinion gear to create an underride guard.

For 45' containers: Extendable underride guard.

Fleet Management with TrailerConnect®.

Cargobull trailer telematics provide you with even simpler and more reliable information. The route, position and technical condition of every vehicle can be called up as a scheduling report. The management report provides a detailed overview of the fleet’s usage and capacity utilisation. The new lithium-ion batteries safeguard the electrical supply for the telematics even during longer downtimes.
The reflective white side guard can also be used for signs.

Greater ground clearance: The side guard can be folded up.

Greater flexibility when loading and unloading: Stacker-assessable rear platform.
Recessed front position lights.

All of the signage options: Hazardous goods sign / TIR sign for transport under customs seal / Reflective night parking sign.

Chamber lights for Denmark and Eastern Europe.

Warning sign, ECE 70/01 Type III for semitrailer chassis on the rear beam / folded warning signs.
On-Call For You: Cargobull Parts & Services.

Regardless of where you need original spare parts in Europe: Cargobull Parts & Services delivers them within 24 hours. The EPOS spare parts system enables you to identify and order any part via computer query. The exemplary user-friendly operation via mouse combined with an extensive array of images, exploded views and precise part information saves you valuable time.

Weight-optimised: Aluminium rims.

Spare tyre holder with convenient hoist operation.

Reduce spray: Anti-spray mud flaps and shell mudguards.
The Accessories.

Equipment Options for Your Vehicle.

The trailer's intended application determines which additional equipment will increase the effectiveness of your semitrailer container chassis. Our range of accessories offers you the right options and, of course, application-specific safety equipment. Talk to us about your equipment requirements. We will meet them.
Accessories – The Advantages at a Glance

- All additional equipment is of premium, factory-tested quality
- Optimally coordinated to the vehicle’s area of application
- Original accessories increase the resale value

Papers in the right place: The document box.
A clean job: The water tank.
Readily available: Fire extinguisher in a plastic housing.
All in one place: Toolbox on the frame.
Overview

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## Technical Specifications

### S.CF GOOSENECK SLIDING BOGIE

**S.CF 45’ SLIDING BOGIE**

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Axle load / technical</td>
<td>27,000 kg</td>
</tr>
<tr>
<td>Maximum semitrailer load</td>
<td>12,000 kg</td>
</tr>
<tr>
<td>Permissible / technical total weight</td>
<td>35,000/ 39,000 kg</td>
</tr>
<tr>
<td>Unladen weight basic configuration</td>
<td>5,720 kg</td>
</tr>
<tr>
<td>Low bed loading height, unladen, with 385/55 R 22.5 tyres</td>
<td>1,110 mm</td>
</tr>
<tr>
<td>Crank height</td>
<td>120 mm</td>
</tr>
<tr>
<td>High bed length for 40’ high-cube</td>
<td>3,080 mm</td>
</tr>
<tr>
<td>High bed length for 45’ EU high-cube container (long tunnel)</td>
<td>3,844 mm</td>
</tr>
<tr>
<td>Body height in front frame neck incl. pick-up plate (throat height)</td>
<td>130 mm</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>5,850 / 7,580 / 8,150 mm</td>
</tr>
<tr>
<td>Front axle spacing</td>
<td>1,410 mm</td>
</tr>
<tr>
<td>Rear axle spacing</td>
<td>1,310 mm</td>
</tr>
<tr>
<td>Overall length when retracted</td>
<td>9,510 mm</td>
</tr>
<tr>
<td>Overall length for 45’ EU-containers, extended</td>
<td>13,550 mm</td>
</tr>
<tr>
<td>Bogie displacement path</td>
<td>2,305 mm</td>
</tr>
<tr>
<td>Vehicle width</td>
<td>2,528 mm</td>
</tr>
<tr>
<td>Maximum fifth wheel height, unloaded with 385/55 R 22.5 tyres</td>
<td>1,190 mm</td>
</tr>
<tr>
<td>Minimum fifth wheel height, unloaded with 385/55 R 22.5 tyres</td>
<td>1,070 mm</td>
</tr>
<tr>
<td>20’ flush with rear</td>
<td>Standard</td>
</tr>
<tr>
<td>20’ centrally mounted</td>
<td>Standard</td>
</tr>
<tr>
<td>2 x 20’</td>
<td>Standard</td>
</tr>
<tr>
<td>30’</td>
<td>Standard</td>
</tr>
<tr>
<td>40’ with tunnel</td>
<td>Standard</td>
</tr>
<tr>
<td>40’ without tunnel</td>
<td>Optional</td>
</tr>
<tr>
<td>45’ EU-container with long tunnel and sloping edges</td>
<td>Standard</td>
</tr>
<tr>
<td>45’ with short tunnel*</td>
<td>Standard</td>
</tr>
<tr>
<td>45’ without tunnel*</td>
<td>Optional</td>
</tr>
</tbody>
</table>

* Certificate of exemption according to § 70 StVZO required

Version: 31.08.2010 – We reserve the right to make technical changes – Product management, Gotha plant
**Technical Specifications**

**S.CF GOOSENECK EURO**

<table>
<thead>
<tr>
<th>Permissible / technical axle load</th>
<th>24,000 / 27,000 kg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permissible / technical trailer load</td>
<td>11,000 / 15,000 kg</td>
</tr>
<tr>
<td>Permissible / technical total weight</td>
<td>35,000 / 39,000 kg</td>
</tr>
<tr>
<td>Unladen weight basic configuration</td>
<td>5,600 kg</td>
</tr>
<tr>
<td>Maximum container weight, 20’ centrally mounted</td>
<td>30,000 kg</td>
</tr>
<tr>
<td>Fifth-wheel height, unladen</td>
<td>1,100 mm</td>
</tr>
<tr>
<td>Fifth-wheel height, laden</td>
<td>1,075 mm</td>
</tr>
<tr>
<td>Low bed loading height, unladen</td>
<td>1,100 mm</td>
</tr>
<tr>
<td>Low bed loading height, laden</td>
<td>1,075 mm</td>
</tr>
<tr>
<td>Crank height</td>
<td>120 mm</td>
</tr>
<tr>
<td>Body height at front frame neck incl. pick-up plate (throat height)</td>
<td>130 mm</td>
</tr>
<tr>
<td>Front beam with the front extension pushed out completely</td>
<td>2,040 mm</td>
</tr>
<tr>
<td>Wheelbase 2nd kingpin position</td>
<td>7,850 mm</td>
</tr>
<tr>
<td>Wheelbase 1st kingpin position (for three-axle semitrailer tractors)</td>
<td>8,150 mm</td>
</tr>
<tr>
<td>Front axle spacing</td>
<td>1,410 mm</td>
</tr>
<tr>
<td>Rear axle spacing</td>
<td>1,310 mm</td>
</tr>
<tr>
<td>20’ flush with rear</td>
<td>Standard</td>
</tr>
<tr>
<td>20’ centrally mounted</td>
<td>Standard</td>
</tr>
<tr>
<td>2 x 20’</td>
<td>Standard</td>
</tr>
<tr>
<td>30’</td>
<td>Standard</td>
</tr>
<tr>
<td>40’ with tunnel</td>
<td>Standard</td>
</tr>
<tr>
<td>40’ without tunnel</td>
<td>Optional</td>
</tr>
<tr>
<td>45’ EU-container with long tunnel and sloping edges</td>
<td>Standard</td>
</tr>
<tr>
<td>45’ with short tunnel*</td>
<td>Standard</td>
</tr>
<tr>
<td>45’ without tunnel*</td>
<td>Optional</td>
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</tbody>
</table>

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Technical Specifications
S.CF GOOSENECK 40'

<table>
<thead>
<tr>
<th>Specification</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Permissible / technical axle load</td>
<td>24,000 / 27,000 kg</td>
</tr>
<tr>
<td>Permissible / technical trailer load</td>
<td>11,000 / 12,000 kg</td>
</tr>
<tr>
<td>Permissible / technical total weight</td>
<td>35,000 / 39,000 kg</td>
</tr>
<tr>
<td>Unladen weight basic configuration</td>
<td>5,350 kg</td>
</tr>
<tr>
<td>Maximum container weight with 20’ centre</td>
<td>30,000 kg</td>
</tr>
<tr>
<td>Fifth-wheel height, unladen</td>
<td>1,100 mm</td>
</tr>
<tr>
<td>Fifth-wheel height, laden</td>
<td>1,075 mm</td>
</tr>
<tr>
<td>Low bed loading height, unladen</td>
<td>1,100 mm</td>
</tr>
<tr>
<td>Low bed loading height, laden</td>
<td>1,075 mm</td>
</tr>
<tr>
<td>Crank height</td>
<td>120 mm</td>
</tr>
<tr>
<td>Body height at front frame neck incl. pick-up plate (throat height)</td>
<td>130 mm</td>
</tr>
<tr>
<td>Front beam</td>
<td>1,650 mm</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>7,500 mm</td>
</tr>
<tr>
<td>Front axle spacing</td>
<td>1,410 mm</td>
</tr>
<tr>
<td>Rear axle spacing</td>
<td>1,310 mm</td>
</tr>
<tr>
<td>20’ flush with rear</td>
<td>Standard</td>
</tr>
<tr>
<td>20’ centrally mounted</td>
<td>Standard</td>
</tr>
<tr>
<td>2 x 20’</td>
<td>Standard</td>
</tr>
<tr>
<td>30’</td>
<td>Standard</td>
</tr>
<tr>
<td>40’ with tunnel</td>
<td>Standard</td>
</tr>
<tr>
<td>40’ without tunnel</td>
<td>Optional</td>
</tr>
</tbody>
</table>

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### Technical Specifications

**S.CF GOOSENECK 40’**

**S.CF 40’ LX**

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
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<tbody>
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<td>Permissible / technical axle load</td>
<td>24,000 / 27,000 kg</td>
</tr>
<tr>
<td>Permissible / technical trailer load</td>
<td>11,000 / 12,000 kg</td>
</tr>
<tr>
<td>Permissible / technical total weight</td>
<td>35,000 / 39,000 kg</td>
</tr>
<tr>
<td>Unladen weight basic configuration</td>
<td>5,200 kg</td>
</tr>
<tr>
<td>Fifth-wheel height, unladen</td>
<td>1,100 mm</td>
</tr>
<tr>
<td>Fifth-wheel height, laden</td>
<td>1,075 mm</td>
</tr>
<tr>
<td>Low bed loading height, unladen</td>
<td>1,100 mm</td>
</tr>
<tr>
<td>Low bed loading height, laden</td>
<td>1,075 mm</td>
</tr>
<tr>
<td>Crank height</td>
<td>120 mm</td>
</tr>
<tr>
<td>Body height at front frame neck incl. pick-up plate (throat height)</td>
<td>130 mm</td>
</tr>
<tr>
<td>Front beam</td>
<td>1,650 mm</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>7,500 mm</td>
</tr>
<tr>
<td>Front axle spacing</td>
<td>1,410 mm</td>
</tr>
<tr>
<td>Rear axle spacing</td>
<td>1,310 mm</td>
</tr>
<tr>
<td>20’ flush with rear</td>
<td>Standard</td>
</tr>
<tr>
<td>2 x 20’</td>
<td>Standard</td>
</tr>
<tr>
<td>40’ with tunnel</td>
<td>Standard</td>
</tr>
<tr>
<td>40’ without tunnel</td>
<td>Optional</td>
</tr>
</tbody>
</table>

Version: 31.08.2010 – We reserve the right to make technical changes – Product management, Gotha plant
## Technical Specifications

### S.CF GOOSENECK 40'

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Permissible / technical axle load</td>
<td>24,000 / 27,000 kg</td>
</tr>
<tr>
<td>Permissible / technical trailer load</td>
<td>11,000 / 12,000 kg</td>
</tr>
<tr>
<td>Permissible / technical total weight</td>
<td>35,000 / 39,000 kg</td>
</tr>
<tr>
<td>Unladen weight basic configuration</td>
<td>5,100 kg</td>
</tr>
<tr>
<td>Fifth-wheel height, unladen</td>
<td>1,100 mm</td>
</tr>
<tr>
<td>Fifth-wheel height, laden</td>
<td>1,075 mm</td>
</tr>
<tr>
<td>Low bed loading height, unladen</td>
<td>1,100 mm</td>
</tr>
<tr>
<td>Low bed loading height, laden</td>
<td>1,075 mm</td>
</tr>
<tr>
<td>Crank height</td>
<td>120 mm</td>
</tr>
<tr>
<td>Body height at front frame neck incl. pick-up plate (throat height)</td>
<td>130 mm</td>
</tr>
<tr>
<td>Front beam</td>
<td>1,650 mm</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>7,500 mm</td>
</tr>
<tr>
<td>Front axle spacing</td>
<td>1,410 mm</td>
</tr>
<tr>
<td>Rear axle spacing</td>
<td>1,310 mm</td>
</tr>
<tr>
<td>20' centrally mounted</td>
<td>Standard</td>
</tr>
<tr>
<td>2 x 20'</td>
<td>Standard</td>
</tr>
<tr>
<td>30'</td>
<td>Standard</td>
</tr>
<tr>
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<tr>
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## Technical Specifications
### S.CF GOOSENECK LIGHT

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<th>Specification</th>
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<tbody>
<tr>
<td><strong>Permissible / technical axle load</strong></td>
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<td>11,000 / 12,000 kg</td>
</tr>
<tr>
<td><strong>Permissible / technical total weight</strong></td>
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</tr>
<tr>
<td><strong>Unladen weight basic configuration</strong></td>
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</tr>
<tr>
<td><strong>Low bed loading height, unladen</strong></td>
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</tr>
<tr>
<td><strong>Low bed loading height, laden</strong></td>
<td>1,075 mm</td>
</tr>
<tr>
<td><strong>Crank height</strong></td>
<td>120 mm</td>
</tr>
<tr>
<td><strong>Body height at front frame neck incl. pick-up plate (throat height)</strong></td>
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</tr>
<tr>
<td><strong>Front beam</strong></td>
<td>1,695 mm</td>
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<tr>
<td><strong>Wheelbase</strong></td>
<td>7,430 mm</td>
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<tr>
<td><strong>Front axle spacing</strong></td>
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<td><strong>Rear axle spacing</strong></td>
<td>1,310 mm</td>
</tr>
<tr>
<td><strong>2 x 20’</strong></td>
<td>Optional</td>
</tr>
<tr>
<td><strong>40’ with tunnel</strong></td>
<td>Standard</td>
</tr>
<tr>
<td><strong>40’ without tunnel</strong></td>
<td>Optional</td>
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</tbody>
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### Technical Specifications

#### S.CF GOOSENECK LIGHT

**Permissible / technical axle load**

<table>
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<tr>
<th></th>
<th>24,000 / 27,000 kg</th>
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**Permissible / technical trailer load**

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**Permissible / technical total weight**

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<th>35,000 / 39,000 kg</th>
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**Unladen weight basic configuration**

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**Fifth-wheel height, unladen**

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**Fifth-wheel height, laden**

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<th>1,075 mm</th>
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</thead>
</table>

**Low bed loading height, unladen**

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<th>1,100 mm</th>
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</table>

**Low bed loading height, laden**

<table>
<thead>
<tr>
<th></th>
<th>1,075 mm</th>
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</thead>
</table>

**Crank height**

<table>
<thead>
<tr>
<th></th>
<th>120 mm</th>
</tr>
</thead>
</table>

**Body height at front frame neck incl. pick-up plate (throat height)**

<table>
<thead>
<tr>
<th></th>
<th>130 mm</th>
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</thead>
</table>

**Front beam with the front extension pushed out completely**

<table>
<thead>
<tr>
<th></th>
<th>2,040 mm</th>
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</table>

**Wheelbase**

<table>
<thead>
<tr>
<th></th>
<th>7,430 mm</th>
</tr>
</thead>
</table>

**Front axle spacing**

<table>
<thead>
<tr>
<th></th>
<th>1,410 mm</th>
</tr>
</thead>
</table>

**Rear axle spacing**

<table>
<thead>
<tr>
<th></th>
<th>1,310 mm</th>
</tr>
</thead>
</table>

**2 x 20’**

<table>
<thead>
<tr>
<th></th>
<th>Optional</th>
</tr>
</thead>
</table>

**40’ with tunnel**

<table>
<thead>
<tr>
<th></th>
<th>Standard</th>
</tr>
</thead>
</table>

**40’ without tunnel**

<table>
<thead>
<tr>
<th></th>
<th>Optional</th>
</tr>
</thead>
</table>

**45’ EU-container with long tunnel and sloping edges**

<table>
<thead>
<tr>
<th></th>
<th>Standard</th>
</tr>
</thead>
</table>

* No certificate of exemption according to § 70 StVZO required

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Always good advice: Our sales staff speak your language. At Schmitz Cargobull you have direct contact partners throughout Europe, who are immediately available to take care of your questions and needs.
Our Sales Divisions
in Europe

Schmitz Cargobull Sales are there for you - Throughout Europe. Call us when you have questions about new vehicles, used vehicles, financing, maintenance, insurance, spare parts supply and any other questions you may have about your trailer. Our specialists will listen to you, provide you with detailed information and work together with you to develop the customised solution for your company.

<table>
<thead>
<tr>
<th>Schmitz Cargobull AG</th>
<th>Cargobull Trailer Center Hamburg</th>
<th>Cargobull Trailer Center Neuss</th>
</tr>
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<tbody>
<tr>
<td>Bahnhofstraße 22</td>
<td>Liebigstraße 103</td>
<td>Welser Str. 8</td>
</tr>
<tr>
<td>D-48612 Horstmar, Germany</td>
<td>D-22113 Hamburg</td>
<td>D-41468 Neuss-Uedesheim</td>
</tr>
<tr>
<td>Tel.: +49 2558 81-0</td>
<td>Tel.: +49 40 529872-0</td>
<td>Tel.: +49 2131 12559-00</td>
</tr>
<tr>
<td>Fax: +49 2558 81-500</td>
<td>Fax: +49 40 529872-19</td>
<td>Fax: +49 2131 12559-10</td>
</tr>
<tr>
<td>E-Mail: <a href="mailto:info@cargobull.com">info@cargobull.com</a></td>
<td>E-Mail: <a href="mailto:ctc.nord@cargobull.com">ctc.nord@cargobull.com</a></td>
<td>E-Mail: <a href="mailto:ctc.west@cargobull.com">ctc.west@cargobull.com</a></td>
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<thead>
<tr>
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<tbody>
<tr>
<td>Robert-Guthmann-Str. 9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D-15713 Königs Wusterhausen</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tel.: +49 3375 5257975</td>
<td></td>
<td></td>
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<tr>
<td>Fax: +49 3375 5257980</td>
<td></td>
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<tr>
<td>E-Mail: <a href="mailto:ctc.ost@cargobull.com">ctc.ost@cargobull.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td><a href="http://www.cargobull.com">www.cargobull.com</a></td>
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</table>

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<th>Cargobull Trailer Center Augsburg</th>
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<tr>
<td>Winterbruckenweg 27</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D-86316 Friedberg-Derching</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tel.: +49 821 3434555</td>
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<tr>
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<td></td>
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<tr>
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</tr>
<tr>
<td><a href="http://www.cargobull.com">www.cargobull.com</a></td>
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</table>
Schmitz Cargobull France s.a.r.l.
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E-Mail: info@schmitztrailer.com
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