

Press release

## **Kögel Multi Container Stop: Revolutionising container transport**

Hanover, 19 September 2022

**Kögel's Multi Container Stop makes the transport of swap bodies by road significantly easier. Unlike conventional container locking mechanisms, it is perfectly intuitive to operate, ensures greater convenience and work safety, and unlocks considerable payload benefits. In addition, the entire Port series will now be much lighter thanks to the new chassis generation.**

The simple yet brilliant concept of the Kögel Multi Container Stop (MCS) is revolutionising road transport of all types of swap bodies. Thanks to the MCS, there is no need for conventional “twist lock” container locking mechanisms on the front of the swap chassis. From now on, the load will be secured exclusively via positive form locking, proven to be the best type of load-securing in accordance with DIN EN 12642.

In contrast to widespread container locking mechanisms on the market, the Kögel MCS is self-explanatory to use. There is no potential for error as there is no need to operate the front stop any more. High cube containers automatically lock onto the cross beam at the front and are secured by a form-locking mechanism in compliance with the relevant standards. The load is secured at the side by the tunnel in the container. For ISO containers without a tunnel, this function is performed by a pin at the top of the MCS, which absorbs force in the direction of travel and from the side.

Intuitive handling of the Multi Container Stop prevents operation errors

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There is no need for time-consuming adjustment of the front mounts, socket pins or stops to secure the different container types on the front of the container chassis as is required by twist locks. In addition, conventional container locking mechanisms are a laborious task for the driver due to their solid construction and thus heavy weight. This creates considerable scope for errors and work accidents. Furthermore, the handling of the side extensions, swivel arms and other components consumes unnecessary time.

The locks at the rear feature the same design as always. They secure the load against the direction of travel and help absorb force at the sides. Thanks to a combination of the Kögel MCS at the front and conventional locks at the rear of the chassis, the driver needs at most half the time to secure the swap body.

### **Low operating costs, no vulnerability to breakages**

The system offers fleet operators even more tangible benefits. The compact construction of the MCS creates space where it is most needed: in the swivel range between the container and the tractor unit. This reduces the risk of damage to the tractor unit. At the same time, the system can also be used on trailers with a low overall height in the frame neck area. Since the MCS has no moving parts, inconvenient and costly repairs are a thing of the past.

With the MCS, Kögel has significantly simplified the transport of swap bodies and enhanced the appeal of environmentally friendly multimodal transport. This offers benefits for the environment, the climate and transport efficiency, just as promised in Kögel's guiding principle: "Economy meets Ecology – Because we care". The system is available for all container chassis of the latest technological generation, for the Combi trailer series and for all platform trailers from Kögel.

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### **New generation of the Port series offers far more payload**

At the IAA, Kögel will present the Multi Container Stop on a Port 45 Duplex container chassis with front and rear extensions for ISO and high cube containers in sizes from 20 to 45 foot. After the trade fair, all chassis series will be based on the new chassis generation, previously only featured in the award-winning, multifunctional Port 45 Triplex chassis. Likewise, all container chassis with front extensions now feature Kögel's own lightweight, low-maintenance front extension, which has proven itself many times over on the Port 45 Triplex.

Thanks to this adaptation, all the models in the Port series will weigh much less in future. This progress was made possible by Kögel's very own front extension, as well as the complete structural revision and reduction of material thickness through the use of high-strength steel. With the basic equipment, the weight advantage compared to previous designs is between 400 kilograms for models with only a rear extension (Simplex) and 700 kilograms for models with a front and rear extension (Duplex).

### **Company profile**

Kögel is one of the leading trailer manufacturers in Europe. With its commercial vehicles and transport solutions for freight-forwarding companies and the construction industry, the company has been providing "made-in-Germany" engineering quality for more than 85 years. Kögel sees itself as having a responsibility to design transport and logistics processes in an environmentally and climate-friendly manner in consultation with politicians and customers. The company's guiding principle "Economy meets Ecology– Because we care" is a promise: Kögel supports all customers with outstanding expertise, in-depth industry knowledge and, above all, durable, ecologically and economically sustainable products in lightweight construction. The company headquarters and main production facility of Kögel Trailer GmbH are located in the Bavarian town of Burtenbach. Kögel also has factories and sites in Ulm (Germany), Duingen (Germany), Choceň (Czech Republic), Verona (Italy), Gallur (Spain), Kampen

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(Netherlands), Corcelles-en-Beaujolais (France), Schärding (Austria), Padborg (Denmark) and Moscow (Russia).

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