

Press release

**Solutrans 2023:  
Kögel with French specialities and trailers  
for multimodal transport**

Burtenbach, 17th October 2023

**At the Solutrans trade fair in Lyon, Kögel will present its product portfolio with an emphasis on French customer requirements. This includes an adapted version of the Kögel Cargo with a special reinforced floor. The Burtenbach-based trailer manufacturer will also present the Kögel Port, featuring the extra convenient and secure Multi Container Stop container lock. What's more, Kögel experts will explain why Kögel trailers guarantee a favourable carbon footprint, and what benefits Kögel's value-added services have to offer.**

One of the highlights at Solutrans will be a special version of the Kögel Cargo, which has been adapted to the needs of French customers. It features an extra robust platform floor, which withstands even high mechanical loads, noticeably reducing the resulting wear on the trailer. Omega-shaped steel profiles are inserted lengthways between the individual wood segments. If damaged, the wooden planks can be easily replaced. In addition, the Omega profile floor offers an even higher forklift axle load of 8.0 tonnes, rather than 7.2 tonnes. This means that a heavy forklift – as is typical in France – can drive into the trailer from the rear for loading, without causing excessive strain.

**Multi Container Stop: uniquely secure and convenient**

Kögel will also be presenting the Kögel Multi Container Stop (MCS). The innovative, extra convenient and secure container lock is revolutionising the road transport of all types of swap bodies. Thanks to the MCS, there

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is no need for conventional “twist lock” container locking mechanisms on the front of the swap chassis. Instead, the load is secured exclusively via positive form locking, proven to be the best type of load-securing in accordance with DIN EN 12642.

In contrast to the container locking mechanisms widely used on the market, the Kögel MCS is intuitive 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.

### **Secure containers in half the time**

There is no need to adjust the front mounts, socket pins or stops to secure the different container types on the front of the container chassis. Conventional twist locks are difficult for the driver to operate due to their heavy weight. Furthermore, the handling of the side extensions, swivel arms and other components takes time. With the Kögel MCS, this is no longer necessary. The potential for error and injury is also reduced.

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.

### **Multimodal transport more attractive thanks to Kögel**

With the MCS, Kögel has simplified the transport of swap bodies and enhanced the appeal of environmentally friendly multimodal transport. The system is available for all container chassis of the latest technological generation, for the Combi trailer series and for all platform trailers from

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Kögel. At Solutrans, Kögel will present the Multi Container Stop on a Port 45 Simplex container chassis with rear extensions for ISO and high cube containers in sizes from 20 to 45 foot.

Furthermore, all Kögel Port models are based on the latest chassis generation. What's more, all container chassis with an extension at the front now feature Kögel's own lightweight, low-maintenance front extension. This change makes them significantly lighter. Compared with previous designs, the weight advantage amounts to up to 700 kilograms in the basic version.

### **Lightweight construction is the key to increased sustainability**

Intelligent lightweight construction, as implemented by Kögel, is a key technology that enables greater sustainability and a favourable carbon footprint in transport, while at the same time offering the vehicle operator economic advantages – living up to Kögel's promise of “Economy meets Ecology”. The added payload either leads to a reduced CO2 footprint per transported tonne or reduces the fuel consumption of the tractor unit when the payload is not fully utilised. Thanks to their low tare weight, all Kögel trailers and especially the lightweight trailers in the Kögel Light<sup>plus</sup> series not only offer more payload on the road, but also save on diesel, thus reducing the carbon footprint.

Thanks to Kögel's clever modular system, customers can also order the Kögel Light<sup>plus</sup> with different bodies and in various industry-specific designs. This allows the lightweight trailer to be used in a wide variety of transport tasks. Despite its payload advantage of around half a tonne compared to other Kögel Cargo models, which are among the lightest in the industry, it offers the same reliability and stability as any other Kögel model.

### **Rail-loadable and up to one tonne lighter**

The same applies to the Kögel Light<sup>plus</sup> Rail, the first rail-loadable trailer in a lightweight construction. The trailer offers a weight advantage of up to a

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tonne compared with comparable standard versions, and thus combines the economic and ecological benefits of lightweight trailers using environmentally friendly rail transport. With the basic equipment, the Kögel Light<sup>plus</sup> Rail weighs only 6,060 kilograms, making it 300 kilograms lighter than the standard version of the Kögel Cargo Rail. With the help of optional lightweight components, the tare weight of the Light<sup>plus</sup> Rail can be further reduced down to 5,750 kilograms.

An exceptional benefit as rail-loadable trailers are typically much heavier than road-only trailers. However, the higher tare weight reduces the payload of the trailer. Exceptions apply to trailers in combined transport, allowing an increase in the permissible total rail weight up to 44 tons between the loading and unloading point and the nearest railway station, to compensate for this disadvantage. Nevertheless, this measure does not compensate for the increased fuel consumption of the tractor unit on the road, which is caused by the additional weight.

### **Suitable for conventional pocket wagons, even with the basic equipment**

Despite the lightweight construction, customers need not compromise on the versatility or handling of the trailer. The trailer has no disadvantages compared to conventional rail designs. The trailer is suitable for use with conventional pocket wagon types, even in the basic equipment version. Thanks to Kögel's modular system, all the equipment versions of the Cargo Rail are also available for the Light<sup>plus</sup> Rail. These include industry solutions with paper equipment or stake pockets for steel transport, as well as double codification with the FlexiUse body.

### **Value-added services from Kögel give complete control over costs**

Kögel will also be presenting its range of value-added services in Lyon. These services give customers complete cost security during the useful life of their Kögel trailer. A major component of this is Kögel Telematics. Operating contracts tailored to the individual use enable a highly attractive

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cost-benefit ratio. With status reports, analysis tools and the option to integrate them in existing portals, Kögel's telematics system helps keep the trailer in optimal condition and operating costs as low as possible. Kögel Telematics also forms the basis for full-service contracts from Kögel. These contracts are the all-round carefree package for all new trailers. Thanks to affordable monthly rates, forwarding companies can keep trailer costs under control.

Kögel's After Market services have also benefited from digitalisation. For example, customers can identify, order and pay for spare parts using conventional online systems around the clock via the Kögel Parts Shop. Customers also benefit from Kögel Original Parts, spare parts in OEM quality at an attractive price-performance ratio, which help to ensure that Kögel trailers maintain their performance and affordable operating costs over the long term.

### **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 delivering "made-in-Germany" engineering quality for more than 85 years. Kögel lives up to its 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 exceptional 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 (D), Duingen (D), Choceň (CZ), Verona (IT), Gallur (ES), Kampen (NL), Corcelles-en-Beaujolais (FR), Schärding (AT), Padborg (DK) and Moscow (RU - idle).

[www.koegel.com](http://www.koegel.com)

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