

# PRESS RELEASE

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Schmitz Cargobull (UK) Ltd

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## **SCHMITZ CARGOBULL BUILDS EBPMS TECHNOLOGY INTO MANCHESTER-MADE TRAILERS TO MEET CUSTOMER COMPLIANCE REQUIREMENTS**

Manchester-built Schmitz Cargobull trailers now have Electronic Brake Performance Monitoring System (EBPMS) functionality, allowing hauliers to enhance road safety, reduce vehicle downtime, meet legislative compliance and save money.

Whether customers opt for a new S.CS FREEPOST, S.CS FIXED ROOF or S.BO PACE semi-trailer, EBPMS is available out of the factory gate, providing seamless integration with Schmitz Cargobull's TrailerConnect® telematics.

Colin Maher, Managing Director of Schmitz Cargobull UK & Ireland, says:

“Offering customers the option of EBPMS from the day they collect their trailer is yet another example of how Schmitz Cargobull works hard to maximise the time our products spend, safely, and profitably on the road.

“With the DVSA mandating that hauliers must conduct either a roller brake test or use EBPMS for in-service testing from April this year, we expect this new functionality will prove extremely popular.”

Key benefits of Schmitz Cargobull's system include:

- **Enhanced Safety and Compliance.** EBPMS continuously monitors and analyses the braking performance of truck and trailer combinations, helping to identify potential problems early and prevent incidents.
- **Cost Savings.** By reducing the number of required roller brake tests to just one annually, customers can save on both the costs of the tests and the

associated downtime. Additionally, no extra EBPMS hardware is needed, which further reduces costs.

- **Increased Uptime.** Continuous monitoring of brake performance ensures timely maintenance, reducing the risk of unexpected breakdowns and increasing the overall uptime of the fleet.
- **Comprehensive Data and Reporting.** EBPMS provides detailed brake performance reports that are available 24/7 via the TrailerConnect® telematics portal. These reports include a history of brake performance over several months and forecasts for future performance, allowing for long-term maintenance planning.
- **All-in-One Telematics Solution.** EBPMS integrates seamlessly with existing telematics hardware, offering a comprehensive solution without the need for additional equipment. This integration includes benefits like route management, route planning, location monitoring, and needs-based maintenance.

Schmitz Cargobull's TrailerConnect® telematics is fitted as standard, providing 24/7 monitoring of the trailer's exact location, plus other important data including tyre mileage, speed and axle load. EBPMS activation and use is offered as an additional paid-for service.

DVSA's latest Guide to Maintaining Roadworthiness for commercial vehicles, states that operators must use either an EBPMS for in-service brake testing or conduct a minimum of four roller brake tests with a laden vehicle spaced throughout the calendar year\*. The requirement for a roller brake test at the annual test remains and cannot be replaced with EBPMS.

*\*It is acceptable to use an approved and calibrated decelerometer to measure overall brake efficiency values for rigid vehicles without trailers, or for vehicles that cannot be tested on a roller brake tester to demonstrate roadworthiness.*

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**Editor's notes:**

**About Schmitz Cargobull**

Schmitz Cargobull is the leading manufacturer of semi-trailers for temperature-controlled freight, general cargo and bulk goods in Europe and a pioneer in digital solutions for trailer services and improved connectivity. The company also manufactures transport refrigeration machines for refrigerated semi-trailers for temperature-controlled freight transport. With a

comprehensive range of services from financing, spare parts supply, service contracts and telematics solutions to used vehicle trading, Schmitz Cargobull supports its customers in optimising their total cost of ownership (TCO) and digital transformation.

Schmitz Cargobull was founded in 1892 in Münsterland, Germany. The family-run company produces around 60,000 vehicles per year with over 6,000 employees and generated a turnover of around 2.4 billion euros in the 2023/24 financial year. The international production network currently comprises ten plants in Germany, Lithuania, Spain, England, Turkey, Slovakia and Australia.

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