

PRESS RELEASE

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Schmitz Cargobull (UK) Ltd

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C&M TRANSPORT PROVIDES ALTERNATIVE WELCOME TO WREXHAM WITH SHOW-STOPPING SCHMITZ CARGOBULL TRAILERS

Two specially modified and uniquely liveried S.KO COOL box-body semi-trailers have joined family-owned business C&M Transport's fast-growing fleet in Wrexham.

C&M Transport, a temperature-controlled specialist, places huge value in the presentation of its vehicles and uniformed drivers. On that basis, it decided to put Schmitz Cargobull's ability to customise trailers to the test to give its latest purchases added character.

The result was two S.KO COOL trailers featuring a wealth of after-market additions via Truck Center Vreden, a Schmitz Cargobull Service Partner.

Jonno Williams, Operations Manager at C&M Transport, says: "Having something that stands out from the crowd is important to us. So, when we learnt that Schmitz Cargobull offers a customisation service, we knew we had to try it. The trailers were delivered quickly and look great, so we're really pleased we did."

The mono-temp reefers, which are equipped with Carrier Transicold refrigeration units, feature extra strip lights along the rear, side and top of the trailers, as well as upgraded rear-light clusters, stainless steel wheel arches, illuminated stainless steel fuel guards, and Alcoa Dura-Bright alloys to add a smart, personal touch.

The trailers also feature bespoke wraps after the business ran a competition inviting local schools to supply designs showcasing Wrexham to demonstrate that there's more to the city than a football club owned by two Hollywood film stars.

The winning designs by Holly Jones, from Ysgol Bryn Alyn; and Juliette Devereux, from Ysgol Morgan Llwyd, were transformed into full-length wraps by ASAP Signs on the first trailer. They highlight the UNESCO-recognised Pontcysyllte Aqueduct and the Gresford Colliery memorial, respectively. The work of local artist Mikey Jones, showing the Wrexham skyline, features on the second trailer.

Underneath the unique designs, Schmitz Cargobull's proven FERROPLAST® technology combines the increased insulation of a polyurethane hard foam with a durable and resistant covering of multiple layers of coated metal. The result is a self-supporting product without any thermal bridges that may affect cooling performance. If any damage does occur, the panels can be easily repaired rather than the trailer side requiring whole body repair.

Each trailer will be covering 2,000 plus miles a week over the breadth of the UK and Continental Europe, something their strong galvanised MODULUS bolted chassis are ideally suited to handle. Each chassis comes with a 10-year warranty against rust-through on all galvanised parts, too.

"I can't fault the build quality, it's excellent. The interior width of the trailers has also been a big hit with our drivers. Most of what we move is palletised but some goods – such as ice cream and fresh cut flowers on Danish flower dollies – extend beyond the pallets. That's normally a headache but it's no longer a problem with these new reefers," adds Williams.

The deal was facilitated by Geoff Ward, Regional Manager for the North West, Wales and the West Midlands at Schmitz Cargobull UK & Ireland.

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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.



The Trailer Company.

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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