



A K T U E L L

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Information for customers and staff



Change in management

Introducing the new generation

All in one, everything done

"Professional Line" add-on package adapted and extended

Next Level Shredding

BA 916 D and BA 926 D in comparison

100 years of JENZ - Part 2

The company history from 1955 to 1987

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Dear readers,

when the last JENZ News appeared in March most people were probably looking forward to a "normal" summer after the long winter and lockdown. About 5 months later, despite progress in vaccination and extensive testing infrastructure, it is becoming apparent that Corona will be with us for quite some time. At JENZ, we are proud that we were able to offer all employees a vaccination offer in the first possible week and, after our company holiday, this means that around 85% of the workforce has been vaccinated twice. So at least personal contact with business partners like you as a customer should be safer and bring back a bit of normality. Despite this we have postponed the big customer event for our 100th anniversary, for which we would have also expected international visitors, until next year due to the incidence figures which are now rising again, and will toast this year in a "small" circle with all our staff.

The second dominant topic in recent weeks has undoubtedly been the catastrophic floods which hit Rhineland-Palatinate, North Rhine-Westphalia, Bavaria and parts of Saxony particularly hard. Although a detailed study on the extent of climate change's contribution to the flood disaster is still pending, scientists are in agreement that man-made global warming undoubtedly contributed to the severity of the weather events. The Intergovernmental Panel on Climate Change (IPCC) report published at the beginning of August also leaves no doubt about the general influence of human actions on climate change. It remains to be hoped that the new relevance of the



issue will also establish itself beyond the election campaign and lead to the changes at the political level which are undoubtedly necessary.

Changes - albeit on a very small stage in Petershagen-Wegholm - also took place here in the middle of the year. After around 34 years of sales management, I handed over the sales management department to our previous export manager Christian Klüppel on 01.06.2021. On 1 July a change in management which had already been in the planning stage for 18 months took place. My daughter Elisabeth Holland and my son Hans Heinrich Hermeier were appointed as additional managing directors of JENZ GmbH and have since taken over operational management of the company. I am still in office as managing partner, but I am withdrawing from the operative business and will be available to the next generation in an advisory capacity. Thus we have taken the first step towards a generational change on the occasion of our 100th birthday and are looking optimistically to the future. I would like to take this opportunity to wish the new generation every success for the tasks ahead and I look forward to working with them. You will find more information on the following pages so that you too can get to know the "new" people a little better, as well as the usual exciting news about our current machine technology.

Your



Change in management

Introducing the new generation

Petershagen (ghm). As of 01.07.2021, JENZ GmbH now has two additional managing directors: with Elisabeth Holland and Hans Heinrich Hermeier, the next generation is taking over management of the operational business. The two introduce themselves in the following interview and talk about their ideas for the future of the company.

JENZ Aktuell (JA): Your father, Uwe Hempten-Hermeier, has been managing director of the JENZ family business for over 30 years. He has now retired from operational business, and you two are in charge as a managing director duo. What does that mean exactly?

Elisabeth Holland (EH): In future JENZ GmbH will have three managing directors. However, management of the operative business is now only in the hands of my

brother Hans Heinrich and myself. Our father will remain in office as managing director in an advisory capacity, but will no longer have a business division and will withdraw from operational business completely. We will then only discuss important strategic issues in the management committee or with the advisory board.

JA: The areas of responsibility within the management setup had to be divided up when you both joined. Explain briefly: who does what?

Hans Heinrich Hermeier (HHH): We have given a lot of thought to the future partition and our cooperation over the last few months. Overall we see ourselves as a business management team. In my area I'll be focusing mainly on the product, starting with the idea from the forest, through development in our halls right

up to sales of the replacement blade in the service department.

EH: For chipper construction we also need a lot of supporting processes in order to use people and materials optimally - this applies especially to the commercial sector including procurement, through to logistics and quality management. All this is up to me, and it also reflects our professional backgrounds as a businesswoman and engineer respectively. Moreover, care of the JENZ brand is enormously important to me. I will therefore continue to head the marketing department.

JA: At the same time a new generation brings new ideas and views to the company.

What were your objectives when you took up this position?

HHH: First of all it is important to emphasise that we are not looking to turn the company upside down! We are aware of JENZ's strengths which include, for example, flexibility as a special machine manufacturer, reliability as a partner to our customers or the know-how in the heads of our team. But of course as the younger generation we also have different views on certain issues, and these will inevitably lead to changes within the company. A completely normal process which is part of every generation change, because in general one thing is clear: our main task is to further develop the company and our employees, to continue to make it fit for the future and to give the right impulses. In short: to work on the company and to act strategically. In particular we are taking the general development of the market, in which we are noticing an increasing professionalisation, into consideration. Professional enterprises are growing or have already grown out of rural structures, and they have correspondingly high standards. For us, this means that we also have to become more professional in order to remain as first point of contact for our clients.

EH: I agree with that. The framework conditions are changing, and they therefore require changes in orientation

as mentioned by Hans Heinrich. This can be seen, for example, in the conflict between sharply rising procurement prices and increasing price pressure in sales due to low wood chip prices and politically-changed framework conditions at the same time. So we have to become a highly productive company because the competition will never sleep. In addition we continue to stand 100% behind our mission statement, i.e. to treat the company and all its stakeholders in a sustainable and responsible manner.

JA: Buzzword competition: what can the customer expect from the new generation JENZ and why is it worth sticking to the JENZ brand in the future?

HHH: The customer expects higher quality, and that at all levels. This begins in sales and ends with service deployment of the field service fitter. My personal target is the "0-fault chipper", which we only get to see for planned maintenance. The buzzwords here are standardisation and, above all, modularisation.

JA: Hearing the buzzwords modularisation and standardisation we can assume that JENZ will withdraw from the special construction sector in the future. Is that so?

HHH: Definitely not. It is unfortunately a common misconception that special

customer requests can no longer be dealt with during standardisation. That is not the case! In the future we will be placing a strong focus on standardisation and modularisation, e.g. by creating assemblies we can use in many different machines. This results in considerable advantages for our customers, for example in terms of spare parts supply, remarketing or operational machine safety, and it also enables us to act more economically. The fact that special requirements continue to enjoy a high priority at JENZ can be seen in our new JENZ Individual brand, where there is scope for special customer requirements. This is our JENZ DNA, so to speak, because if you look at the past you can see that JENZ grew as a custom builder.

JA: Finally, a private question for you, Ms Holland - you are expecting a baby. Pregnancy and management - does that go together in the current situation?

EH: Yes, the fifth generation is on its way and it is not a contradiction to the current situation in my view. I have a lot of support within the family and we have a very strong team at JENZ. Besides, I'll never be completely out of it - after all, as they say in family businesses: the company is always with you at the table. So the bottom line, as we say here in Low German, is: dat wett lopen [approx. EN: everything will be fine].

Many thanks for the interview!

The interview was carried out by Gesa Hammon, marketing assistant



The entrepreneur's family: Uwe Hempen-Hermeier, Anna Hermeier, Wilhelm Hermeier, Marie Hermeier, Elisabeth Holland, Hans Heinrich Hermeier.



Also for large-scale chippers: The "Professional Line" add-on package has already proven itself with the JENZ Chippertrucks and has now been extended to the Chippertruck hybrid HEM 922.



All in one, everything done

"Professional Line" add-on package adapted and extended

Petershagen (ghm). JENZ presented the additional "Professional Line" package for the first time at the end of 2019. Specially designed for the driver, it includes targeted solutions in terms of maintenance, ease of use and comfort. With considerable success: the concept proved itself with the JENZ HEM 583/ HEM 593 Chippertruck series and is now being extended to the HEM 922 series in the hybrid chippertruck segment. Discover the advantages of the individual equipment components and find out what effects the changeover to the exhaust gas standard and the new MAN TG3 chassis have on the add-on package.

<< Conversion of the exhaust emission standard has no consequences >>

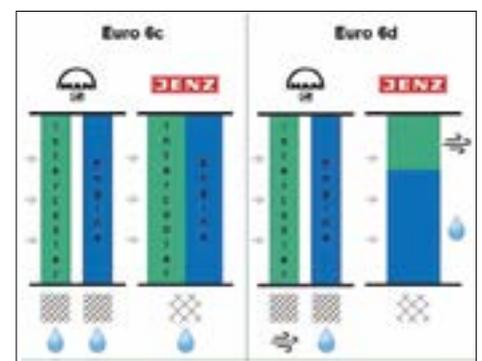
The Euro 6d emissions standard has already been in force since September 2019. Until recently exemptions allowed the deployment of 6c vehicles, but this is now a thing of the past. "The change in the emissions standard has no consequences for the Professional Line package," says Sales Manager Christian Klüppel. Only the combi cooler had to be modified, as the standard MAN cooler is not suitable for the dusty environments in the chipper area due to its closely-meshed slats. Changes in the cooler area were already necessary from time to time in the past. "MAN is using a modified cooling system for the current changeover to Euro 6d. Our solution: water and intercooler air coolers with coarse slats sitting on top of each other ensure

sufficient cooling capacity as well as low maintenance since the slat is continuous," explains Lars Egbers, Chippertruck designer at JENZ, adding with a wink: "during development we benefited from a lot of experiential knowledge from the past."

<< You can't get more professional than that >>

A new intelligent cab concept, power-packed 510 hp and lower fuel consumption - these are all points scored by MAN's new TG3 chassis. An air-conditioned driving and working position as well as additional storage and stowage options will provide more comfort in the future.

At the same time, assistance systems such as the distance-controlled cruise control integrated at the works increase safety on the road. The reduced fuel consumption is a clear plus in terms of economy. "From the manu-



No big deal: The cooling system modified by MAN has been adapted to the requirements in the chipper sector and continues to ensure low maintenance and sufficient cooling capacity.

facturer's perspective a consumption advantage of up to eight percent can be seen in the TG3 compared with the TG2," says Mr Egbers. "If we combine the advantages of the new TG3 with those of the Professional Line package we can quite clearly say: you can't get more professional than that" Sales Manager Klüppel is pleased to say.



No compromises: The Professional Line add-on package is now also available for machines with a rear blower. However, thanks to repositioning, there is no need to do without the sieve basket holder. (See image on left)

<< **The combination of rear blower and Professional Line works very well** >>

"When we launched the Professional Line package in 2019 we only wanted to offer it in conjunction with the tried-and-tested centric blower," explains Mr Klüppel, explaining that this is

because the practical ladders and the sieve basket holder at the rear would otherwise have to be omitted. The latter in particular offers more flexibility and greater application possibilities. "However, the customer base which continues to insist on the arrangement of the blower at the rear is larger than we originally assumed," Klüppel admits. Consequently, the Professional

Line package has been restructured so that both chippertrucks in the HEM 583/HEM 593 series with centric blower and with rear blower benefit from the advantages of the package. The sales manager pointed out the minimal changes: "Use of the rear blower does mean that the screen basket holder takes up a different position and the climb to the screen basket housing is also somewhat less comfortable. Nevertheless, the combination of rear blower and Professional Line package works very well. True to the motto "all in one, everything done" the customer doesn't have to make any compromises and the driver doesn't have to do without anything!" The Professional Line package on the Chippertruck hybrid is excluded from this subject since only the centric blower is used here. "We are professionals - our customers are professionals. The professional package will be successful if we listen to our customers and adapt it accordingly when necessary," emphasises Mr Klüppel.

Package elements	Truck with mower glazing			Cobra with rotating driver's cab		
	583	593	922 DQ	583	593	922 DQ
Chassis						
Heavy-Duty support legs in the back	X	X	-	-	-	-
Alloy rims instead of steel rims	-	-	-	X	X	Standard
Safety bar mounted on top of the truck cabin	X	X	X	not available		
Rooftop air conditioner	X	X	X	Standard	Standard	Standard
Slide below the feeding table	X	X	X	X	X	X
Combi radiator	X	X	X	X	X	X
Hose retractor for compressed air	X	X	X	X	X	X
Additional fenders on draw-in side	X	X	X	X	X	X
Diesel tank 900 liters	-	-	X	-	-	X
Control & field of vision						
Draw-in regulating system CFA2	X	X	X	X	X	X
Forward drive assistant	X	X	X	Standard	Standard	Standard
Camera system	X	X	Standard	X	X	Standard
easyLight professional light package	X	X	X	X	X	X
Chipper unit						
Professional package wear plates	X	X	X	X	X	X
Professional tool system	X	X	X	X	X	X
Automatic lubrication system for crane and draw-in	X	X	Standard	X	X	Standard

Practical relevance in the arena:
away from the JENZ company premises the mobile chippers can be introduced in a practical way and tested on various materials.

Machine handovers at JENZ

From theory to practice

Petershagen (ghm). At 8 a.m. on the dot, Michael Reinen and Malte Zweering from the Bernhard Landers forestry company pull up in front of the entrance building of the JENZ company. On a display at the entrance the two can immediately see that they are expected here today to take delivery of their new HEM 841 Z PTO chipper. JENZ Aktuell accompanied both of them throughout the day and took a look behind the scenes of a machine handover at JENZ.

Product Manager Sebastian Fullriede will take over the briefing for today, supported by new service employee Daniel Lindenberg. From the reception hall we go directly to the new transfer hall. You can see it flashing and blinking from a distance. "You're making it exciting," driver Malte's curiosity can be heard. One last door and then the combination is standing there: JENZ PTO Chipper HEM 841 Z hitched to a Fendt 1050 Vario. Before the actual briefing can begin, photos are taken and the combination is extensively circumnavigated.

"The first phase of instruction is the driest," Mr Fullriede says with a laugh, "but also the basis for being able to

handle the machine safely." It starts with a review of the scope of delivery, followed by topics such as accident prevention regulations, safety equipment and operating instructions. At JENZ, it is considered important to devote enough time to this essential subject area. "We are obliged to do this as a manufacturer and our machines are more complex than a new smartphone, for example. Just reading a few pages of operating instructions is not enough," explains the product manager and adds: "With JENZ operating manuals, we can easily be talking about more than 200 pages, so you simply need personal contact at the beginning". Michael and Malte, the two drivers, are also convinced about this: "As soon as something is unclear, you can ask again and be completely sure about handling the machine in the future."

Once all safety-relevant aspects have been clarified the theory on the machine continues. "We take a look at all the individual areas of the chipper - starting with the crane and the rotor and ending with the control cabinet," says Mr Fullriede and climbs up to the screen basket hood with everyone involved. Assessments and training

are based on the topics of commissioning, maintenance and inspection.

Before the largest JENZ PTO chipper is finally used in practice the group devotes itself to the topic of control. "The advantage of our easy2 control is that it has smartphone-like operation. The interface is almost self-explanatory with simple icons and touch operation; only our assistance systems and individual machine settings need to be deepened," says Fullriede. Michael Reinen is sure that the new easy2 control system will make work much easier for both drivers, as the Landers company currently still owns a HEM 25 DQ on a two-way chassis from 1999. Mr Reinen is visibly proud, but admits at the same time: "A lot has happened to chipper technology since then!"

It is almost midday as the group starts the engine of the Fendt 1050 Vario to pull the 13-metre-long combination to their own chopping yard. "Our chipping area is a bit off the beaten track and over time has been given the name "JENZ Hack Arena"," explains Daniel Lindenberg, who has been supporting the team on the JENZ Service Hotline

since July. The 33-year-old describes the advantages of the so-called arena as follows: "Plus point number one: no hindrance to JENZ operations. Away from the company premises we can concentrate solely on the customer and do not disturb any internal processes. In addition, we stock different materials such as hardwood, softwood and shrub cuttings to provide the customer with the most practical instruction possible."

One after the other, Michael Reinen and Malte Zweering take a seat in the driver's seat and product manager Sebastian Fullriede explains to them how the machine behaves with which material and what adjustment options are available during the chipping process. Both riders test the machine and thus get a feeling for the machine operation right away. "Instruction was very important for us so that we could get to know the new technology, especially because we have an older machine in use. We learned a lot today and are now really looking forward to using the machine at home!", say both men, drawing a satisfied conclusion. One last photo and then it's off to explore their home area with JENZ's most powerful PTO chipper.



First impressions count: the machines can be perfectly staged for collection in the new transfer hall.



Occupational safety as an important part of the briefing: securing the top roller is a good example of how important it is to have the right instruction in order to avoid operating errors or even accidents.

Successfully instructed:

Michael Reinen and Malte Zweering are thrilled with the individual handover of their new HEM 841 Z by Sebastian Fullriede and Daniel Lindenberg (from left).

"The briefing was logically structured, well prepared and carried out. We rarely experience machines being shown to us in such detail. Also, the in-practice briefings are not only uncommon but extremely helpful."

Down to the smallest detail: All components on the JENZ machine are discussed during the instruction in order to guarantee proper operation and maintenance.



Learning by Doing: Product manager Sebastian Fullriede explains the advantages of the easy2 control to driver Malte and gives valuable tips for future operations.

Next Level Shredding

BA 916 D and BA 926 D in comparison

Petershagen (ghm). JENZ launched two new machines on the biomass processor market last year. The BA 916 green waste specialist and the flexible multi-talent BA 926 are part of

the new shredder generation. But how exactly do the machines differ and which shredder actually achieves which end product best? We will compare the two newcomers in detail.



BA 916 D
The garden waste specialist



BA 926 D
The flexible one

Chassis

- » Extreme mobility thanks to **2-axle chassis** and low total weight of less than 19 t
- » The **total train length of less than 18.75 m** allows transport by 3-axle truck with simultaneous use of a wheel loader
- » Standard underrun protection and **hydraulic propulsion drive**
- » Hydraulic support winch as standard for quick coupling and uncoupling

Chassis

- » Quiet driving comfort and maximum stability thanks to heavy **3-axle chassis**
- » Standard underrun protection and **hydraulic propulsion drive**
- » Hydraulic support winch as standard for fast coupling and uncoupling operations



Draw-in

- » **Free loading length of 4.40 m**, extension to 5 m is possible
- » Large **intake opening of 900 mm**
- » To avoid idle time: **Speed-function** catapults bulky material directly under the draw-in roller
- » New hydraulic system: significantly increased cooling power and more aggressive draw-in behaviour

Draw-in

- » **Free loading length of 4.25 m**, extension to 5 m is possible
- » Large **intake opening of 900 mm**
- » Increased draw-in opening + aggressive high-speed intake = remarkable increase in throughput
- » Faster material feed due to more force and electrically-adjustable pre-tensioning pressure
- » **Repositioning of the lower feed roller:** more control when feeding logs and roots. Result: improved wood chip quality and additional machine protection

Rotor

- » Choice of **freely-swinging or fixed tools** for optimum use depending on the material or desired end product
- » Two speed ranges: Eco and Power
 - Eco** (960 rpm): sufficient for most applications
 - Power** (1100 rpm): for even finer fragmentation

Rotor

- » Choice of **freely-swinging or fixed tools** for optimum use depending on the material or desired end product
- » Four working speeds thanks to the proven **TwinGear drive system** (400 to 1000 rpm)
 - Fast (hare) Eco and Power respectively
 - Slow (turtle) Eco and Power respectively

TwinGear



Maintenance

- » Ergonomic maintenance access in standing position
- » **Professional tool system** as standard:
 - swivelling toolbox
 - incl. compressed air connection and working light
 - direct access to tools and spare parts
- » **Screen changeover in under 10 minutes**
 - by only one person
 - two-piece screen basket set (transport of additional screen basket set possible)

Outfeed

- » Folding outfeed belt with **discharge height of 4400 mm**
- » **Side-swivelling discharge conveyor** (operation at the touch of a button)
- » Magnetic roller optional: for the selection of smaller iron parts

Control system

- Innovative easy2 controller**
- » Smartphone-like operation via **easy2TOUCH display**
 - » Additional **easy2HOTKEY-Box** keypad for fast machine operation
 - » Extended diagnostic options

Operator Info System

- » New **easy2CONNECT** radio remote control
 - control and monitoring of all functions from the loading vehicle (*integrated display with status indication*)
 - loading and stowing directly at the machine
 - additional 12V charging cradle on the charging vehicle

- » **LED status flashing lights** on the engine compartment cover signal the machine status to the operator from a distance

Unique assistance systems

- » Setup/dismantling assistant
- » GFA draw-in control system
- » Mode-Selecting system
 - factory pre-set chipping modes for quick changeover when changing material
 - up to three programmes



Maintenance

- » Ergonomic maintenance access with **additional handles and steps**
- » Swivelling discharge chute provides plenty of space for maintenance work on the shredding system
- » **Screen changeover in under 10 minutes**
 - by only one person
 - optional screen basket holder at the rear for additional two-piece screen basket set



Outfeed

- » Large screening area ensures unhindered material flow
- » **Leakage belt as standard**
- » Even more screening surface: optional installation of a screening floor with screening plates (*recommended when processing woody biomass*)
- » **Hydraulically-adjustable over-belt magnet**
 - height-adjustable from 150 mm (*via easy2 control*)
 - can be moved out of the material flow into a parking position

Control system

- Innovative easy2 controller**
- » Smartphone-like operation via **easy2TOUCH display**
 - » Additional **easy2HOTKEY-Box** keypad for fast machine operation
 - » Extended diagnostic options

Operator Info System

- » New **easy2CONNECT** radio remote control
 - control and monitoring of all functions from the loading vehicle (*integrated display with status indication*)
 - loading and stowing directly at the machine
 - additional 12V charging cradle on the charging vehicle
- » **LED status flashing lights on the engine housing roof signal the machine status to the operator from a distance**

Unique assistance systems

- » GFA assistance system for controlling draw-in speed
- » Mode-Selecting system
 - factory pre-set chipping modes for quick changeover when changing material
 - uncomplicated changeover between chipping and shredding mode

Advantages:

- + Professional tool system
- + unique driver assistance systems
- + ergonomic maintenance access

Advantages:

- + TwinGear System (enables chipping and shredding)
- + larger engine with 625 hp available (BA 926 D Wotan)
- + enlargement of the possible screen surface due to additional screen floor

Which one for what?
BA 916 / BA 926

Desired end product	Input material	Quality of material	Your JENZ biomass processor	Equipment/Tools
Biogas substrate	Dung, maize, grass, beets	Fine	BA 916 D/ BA 926 D	
		Rough	BA 926 D	Twin-Gear Low speed
Bark mulch/ Bark humus	Bark	Fine	BA 916 D/ BA 926 D	
		Rough	BA 926 D	Twin-Gear Low speed
Compost	Light green waste <i>(little woody mass)</i>	Fine	BA 916 D/ BA 926 D	
Compost	Strong timber, roots <i>(Aim: combustion)</i>	Rough	BA 926	Twin-Gear Fixed tools
Combustible	Light waste wood, logs	Fine	BA 916 D/ BA 926 D	
		Rough	BA 926 D	Twin-Gear Low speed
Combustible	Heavy waste wood, roots, logs	Rough	BA 926 D	Twin-Gear Low speed

Defibering

- HK head (bear paw)
(longer service life thanks to carbide; for material without foreign bodies)
- CC head
(rough surface of the head promotes defibering)

Kopf HK
Head HK

Kopf CC
Head HK

Klinge
Blade

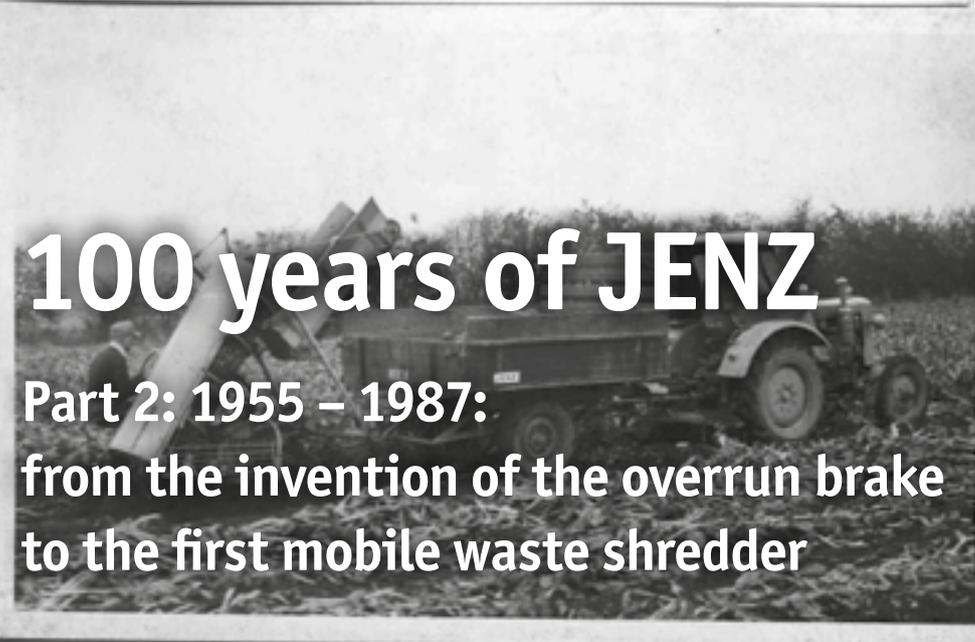
Cutting

- Blade
(light material)
- Armored Blade premium line
(heavy material)



brief facts

Performance potential	BA 916 D		BA 926 D		Main drive	BA 916 D		BA 926 D	
	BA 916 D	BA 926 D	BA 916 D	BA 926 D		BA 916 D	BA 926 D	BA 916 D	BA 926 D
Throughput up to approx. (in lcm)					Standard-Dieselmotor	Mercedes-Benz	Mercedes-Benz		
Garden waste	280	340	1500	1500	Drive power kw/hp	OM 471 LA(390/530)	OM 471 LA(390/530)	OM 471 LA(390/530)	OM 471 LA(390/530)
Bark	280	340	900	900					
Waste wood	170	230	4400	5000					OM 473 LA (460/625) opt.



100 years of JENZ

Part 2: 1955 – 1987: from the invention of the overrun brake to the first mobile waste shredder

First generation change and invention of the overrun brake

In the mid-fifties Wilhelm Hermeier, a graduate engineer, was initially still employed at the Institute for Automotive Engineering in Hanover. A research assignment led to a far-reaching invention: **A fundamental**

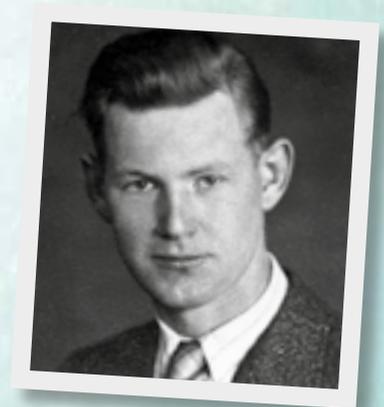
improvement of the trailer overrun brake (see info box, p.15), for which Hermeier received a patent.

In 1955 the engineer acquired a stake in the company and became the second managing director. The following year he married Resi

At the same time...

In 1955, Germany signed the first guest worker agreement with Italy to meet the high demand for labour. In 1957 the Treaties of Rome, consisting of the establishment of the European Economic Community (EEC) and the European Atomic Energy Community (Euratom), marked the "birth certificate" of the European Union. The following year, 1958, the world economy experienced its first post-war recession. The crises in the coal and steel industries were particularly visible in the Ruhr region.

...



*Graduate engineer
Wilhelm Hermeier
becomes part of the
family business in 1955*



1921

1955

1956

1959



Jenz, daughter of the company's founder Hans Jenz. They built a house near the company and had two children, son Hannes and daughter Anna. At that time the company employed about 20 people. By the end of the 1950s the JENZ product range consisted of low loaders, truck bodies, agricultural trailers and trailers for trucks.

High and transshipment tippers caused a stir

In 1957, JENZ expanded its range to include high and transshipment tippers for beet - either on a single-

axle or dual-axle chassis. The advantage of Hermeier's idea was that the tipper's loading area could not only be tilted, but could also be raised by hand or motor hydraulics to a maximum height of 2.10 metres. Hermeier, who owned half of the family business in 1961, was also successful with the development of manure spreaders and matching hydraulic loaders.

The first steps towards a woodchipper

At the end of the 1950s Wilhelm Hermeier met the developer of a woodchipper for veneer factories. At that time, however, the developer did not have the means to produce such a machine. Hermeier gratefully took up the cause and in 1959 JENZ built the first woodchipper with a horizontal infeed. The machines were used for shredding bulky veneer residue. JENZ later developed and produced the steel link belts used in the process itself. These were the first steps on the way to becoming a successful woodchipper producer. Almost simultaneously with the entry into the wood processing market, activities in the vehicle manufacturing sector were scaled down. Instead, special machines such as log peeling machines and hydraulic timber presses were added as special constructions.

Not easy times

In 1970, company founder Hans Jenz died at the age of 74 and his wife Marie continued to run the

At the same time ...

The 70s: the decade of change! Heavily characterised by crises, such as the oil price crisis in 1973, it was a decade of many economic and social upheavals at the same time. Awareness of the finite nature of natural resources and raw materials grew, and the term recycling was born. This was reflected firstly in the founding of the anti-nuclear power movement, and secondly in the emergence of environmental protection groups and car-free Sundays.



1970

1987

2021

company together with daughter Resi and son-in-law Wilhelm Hermeier. Difficulties arrived at the end of the 1970s. First, son Hannes was killed in a tragic traffic accident through no fault of his own. At the same time, the number of veneer works was declining considerably and the demand for lower-dust, lower-noise, slow-running woodchippers was increasing. But Hermeier wanted to avoid following the trend and instead stuck to mechanical drive technology. As a result the first JENZ machines were pushed out of the "furniture factories" customer sector. At the end of the 1970, JENZ entered into a licensing agreement with Finnish company Algol to build JENZ stationary chippers in Finland, since there was still a market there. In addition, the first woodchipper for a forwarder was built individually. For this purpose JENZ mounted the actual chipper cell on a turntable. Algol then built this combination on the Forwarder with a 220 kW Scania diesel engine - the birth of the first JENZ mobile chipper.

The 2nd change of generations is imminent

At the beginning of the 80s the family business grew into today's JENZ GmbH. Wilhelm Hermeier's daughter, Anna Hermeier, met her future husband Uwe Hempten, who later became managing partner, at secondary school. Initially, the native of Petershagen used the semester breaks to help out at the company. After marrying Anna Hermeier and graduating with a degree in economics in 1985/1987, he joined the company full-time and took over as head of sales in 1987. A good basis for an upcoming generation change.

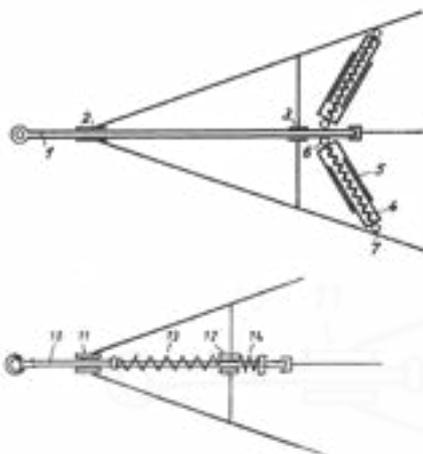
... in the next JENZ Aktuell we will continue with the 3rd part of JENZ history from 1988 up to today.

Graduate engineer Wilhelm Hermeier:

The inventor of the overrun brake for trailers,

The inventor of the overrun brake for trailers

Zu der Patentschrift 946 952
Kl. 63c Gr. 5115
Internat. Kl. B 62d



Wilhelm Hermeier developed the overrun brake for trailers as part of a research contract at the Institute of Automotive Engineering in Hanover.

The background to the research assignment was the problem that truck and trailer brakes were failing due to overheating on long downhill stretches. The authorities required a reliable third braking system in addition to the parking and service brake. Many agricultural trailers, including Jenz trailers, had overrun brakes, but they only worked to a limited extent if they were not adjusted accurately. Hermeier successfully tackled the problem. The patent specification of 1956 states: "Dipl. Ing. Wilhelm

Hermeier, Währentrup, Oelinghausen is named as the inventor of the overrun brake for trailers, especially motor vehicle trailers". Along the way the engineer developed a drawbar for dual-axle trailers, but it was not patentable. Both the drawbar and the overrun brake are still built today in a similar manner to those invented by Wilhelm Hermeier, except that hydraulic cylinders have replaced the springs.

Extract from the patent document

100 YEARS since 1921 JENZ

Date	Trade fair	Location	Company
JENZ trade fair dates 2021			
September 2021			
08.09.2021 – 12.09.2021	MATEXPO	Kortrijk (Belgium)	Van Laecke
15.09.2021 – 16.09.2021	23. Österreichischer Biomasse- & Heizwerkebetriebsertag	Klagenfurt (Austria)	JENZ Austria
21.09.2021 – 23.09.2021	Expobiomasa 2021	Valladolid (Spain)	EMSA Maquinaria
22.09.2021 – 24.09.2021	Forexpo	Mimizan (France)	Noremat
23.09.2021	7. Internationaler Praktikertag Kompostierung	Langenlois/(Austria)	JENZ Austria
October 2021			
28.10.2021 – 30.10.2021	Pollutec	Lyon (France)	Noremat
28.10.2021 – 30.10.2021	Woodworking 2021	Minsk	PUE Bioenergetika

As of August 2021. Information without liability.

Change in sales management

For 34 years, Uwe Hempfen-Hermeier, managing director of JENZ GmbH, managed the JENZ sales department on his own. On 1 June the 61-year-old handed over the reins to his successor Christian Klüppel. The 38-year-old has already been working in JENZ sales for 10 years and will now take on the task as sales manager alongside his position



as head of the export division. Among other things, Mr Klüppel is responsible for looking after JENZ dealers in South-Eastern Europe as well as in Japan. "I would like to thank you for the trust you have placed in me and I am looking forward to the new challenge," said Mr Klueppel, who comes from Sauerland.

brief +++ news in brief +++

Large customer event replaces Agritechnica participation

Agritechnica made the headlines at the beginning of the year when several major agricultural machinery manufacturers cancelled their participation and, most recently, it was postponed from November 2021 to February/March 2022. The new date is inconvenient for our customers, as experience shows that they have a high volume of orders at this time of year. JENZ will therefore not be represented as an exhibitor at Agritechnica 2022 in Hanover. An in-house exhibition to mark the company's 100th anniversary in April/May 2022 is being planned instead.



Expansion of service capacities

Three additional assembly stations are intended to increase service capacity in the future and also provide more space for reconditioning used machines. JENZ is investing about € 1.5 million in the current construction project. The rebuilding is characterised by a rather unusual yet spectacular process - a total of five 30-metre-

long glulam beams had to be moved at the same time. A total of six mobile cranes rolled in to raise the former cold hall roof structure by three metres. Completion is planned for autumn 2021. Until then, however, the complete shell of the future service hall and adaptation of the interior to the new requirements are still missing.

