» PRODUCT BROCHURE

Goldhofer

NORTH AMERICA

HEAVY-DUTY MODULES (TOWED)
HEAVY-DUTY MODULES (SELF-PROPELLED)

MADE FOR YOUR MISSION

CONTENT
OVERVIEW

HEAVY-DUTY MODULES (TOWED AND SELF-PROPELLED)

DUAL LANE MODULES

HEAVY-DUTY MODULES (TOWED)

HEAVY-DUTY MODULES (SELF-PROPELLED)

SPECIAL APPLICATIONS

SERVICE AND SUPPORT
LEAVE IT TO US!

Efficient transport essentially depends on two factors: the vehicle and the personnel. You must always be able to rely on both of them. With a unique combination based on service and training offers, Goldhofer contributes to ensuring that both vehicle and personnel will never let you down.

24H AVAILABLE EMERGENCY HOTLINE

We minimize your operational downtime by ensuring our service staff are ready to assist with a wide range of issues. In the event of an emergency, call our 24-hour hotline.
The staff at Flite Line consider themselves members of each customer's technical support team and are prepared to assist around the clock to guarantee operations stay on track.

FOR 24/7 SUPPORT PLEASE CALL:
Telephone: +1 954-433-5617

USUAL BUSINESS HOURS:
Weekdays: 8:00 am – 6:00 pm (EST)

TRANSPORT ENGINEERING

+ Software programs for transport project management
+ Route surveys
+ Transport support through service engineering

SPARE PARTS

+ Fast availability
+ Local spare parts stock
+ Online electronic spare parts catalogue

REPAIRS

+ Maintenance and repair works
+ General vehicle overhauls
+ Workshop vehicles
+ In-house repair shop

FROM MIRAMAR/FLORIDA

Our professional team in Miramar/Florida can support a wide range of issues such as building and converting vehicles, guiding complex transport cargos, delivering spare parts or carry out on-site repairs.

Our service technicians are all trained by the manufacturer and certified and are readily available to carry out diverse and multifaceted assignments directly on location. We offer after sales support throughout the life of each product we sell and support you actively in terms of maintenance.

Our approach ensures essential procedures are run early, damage is avoided, and equipment availability is significantly increased.

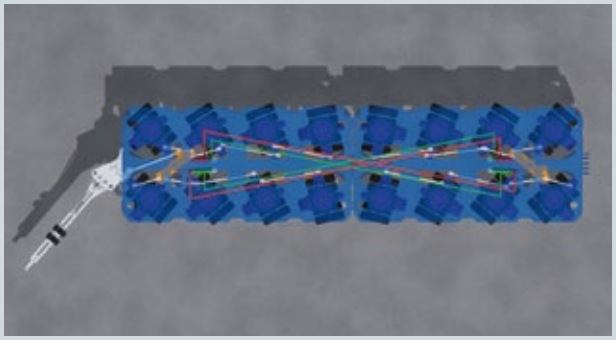
+ 24-hour service
+ Local service partner
+ Local spare parts supply
+ Technical support
+ Transport advice and trainings by Goldhofer

TECHNOLOGY
WHAT‘S INSIDE A GOLDHOFER?

With decades of experience, Goldhofer is your partner in action, when it comes to well engineered, optimized, approved and tested technology. As one of the first manufacturers, offering heavy duty modules with hydrostatic drive, we are proud to offer the most advanced and reliable systems in the market. The torsion resistant frame combines stability for maximum payloads with sophisticated and practical details for your everyday use.

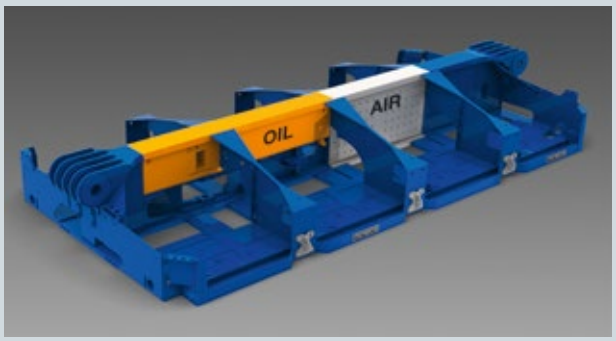
Equipped with hydromechanical steering, the Goldhofer-THP is practically fail safe. While the electronic multiway steering of the PST allows any kind of steering mode, you might require – no matter how narrow and challenging the conditions are.

FRAME, STEERING AND DRIVE

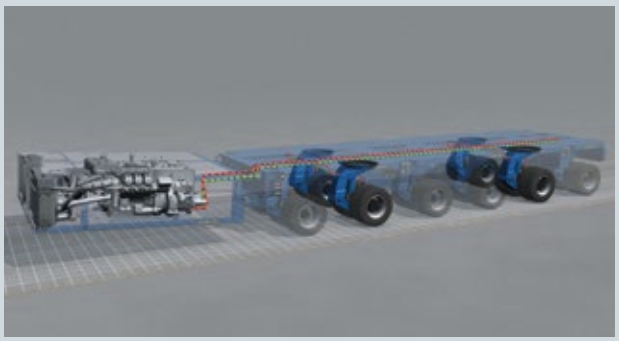


+ Hydromechanical steering

+ Electronic multiway steering



+ Center beam in box-section design with integrated compressed air and hydraulic oil tanks

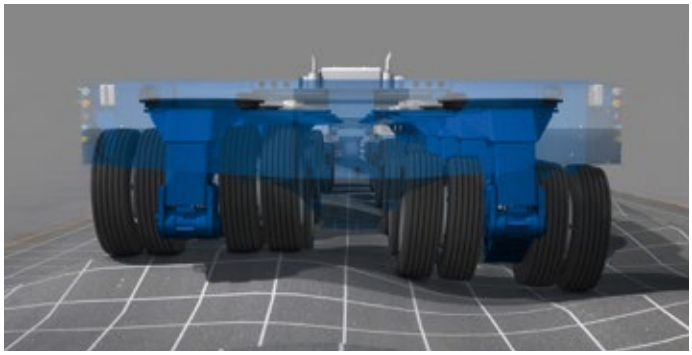


+ Hydrostatic drive

AXLE SUSPENSION

Safety is the most important thing when it comes to heavy transportation. To protect your valuable cargos from irregularities, shock or imbalances when the route is challenging, all Goldhofer heavy duty modules are equipped with hydraulic axle suspension, that allows every single axle to compensate rough ground conditions.

+ Hydraulic axle suspension – longitudinal, lateral movement and lateral swing movement



FRAME, STEERING AND DRIVE

+ Goldhofer pendular axle with ball bearing race ring

+ Goldhofer driven pendular axle with ball bearing race ring

+ Goldhofer pendular axle with ball bearing race ring for Dual lane modules

+ Goldhofer driven pendular axle with ball bearing race ring, hydraulic worm gear drive and electronic steering

TAILORED TO MEET NORTH AMERICAN REQUIREMENTS

Heavy haulage in North America is characterized above all by extreme challenges. The heavier the loads, the more important it is that you can rely on your vehicles – and not only that: Against a backdrop of varying legal regulations, you need to be able to adapt your vehicle flexibly and easily to the respective conditions. We meet these requirements with our Dual Lane heavy-duty modular systems. Trust the ORIGINAL.

EFFICIENT PERFORMANCE

The THP/CA, ranging from two to six axle lines and the dual lane technology, can be configured thanks to well engineered design under full load.
The CA module ensures expansion of the width of the entire modular trailer, without needing a crane or forklift while complying with the various legal requirements of the individual states and provinces.

THE SOLUTION FOR EXTREME CHALLENGES

The THP/DR with double-rotating wheelsets makes it possible to adjust trailer width under full load so as to comply with the different regulations for heavy haulage on public roads in North America. This flexibility in terms of vehicle width and axle spacing means the return journey can be made without police escort. That reduces mobilization costs and improves the economics of the operation.

MAXIMUM FLEXIBILITY ON THE ROAD

For haulage operations across several borders, trailer width needs to be quickly adapted to the various regulations without having to spend lots of time re-configuring the Dual Lane trailer at critical points on the journey.
The THP/DC is ideally suited for this mission, thanks to the hydraulic widening system.This feature allows you to change the trailer width while rolling. The complete widening process will be done quickly via wireless remote control. This keeps your personnel in the safe zone and not between the truck and trailer.

THP/CA
EFFICIENT PERFORMANCE

WIDENING UNDER LOAD

HIGH TRANSPORT FLEXIBILITY

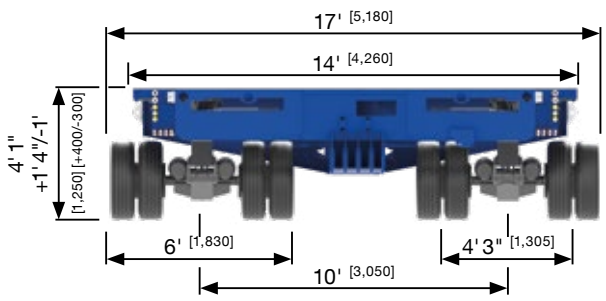
OPERATING WIDTH 16'-20' [1,800-6,000 mm]

YOUR BENEFITS

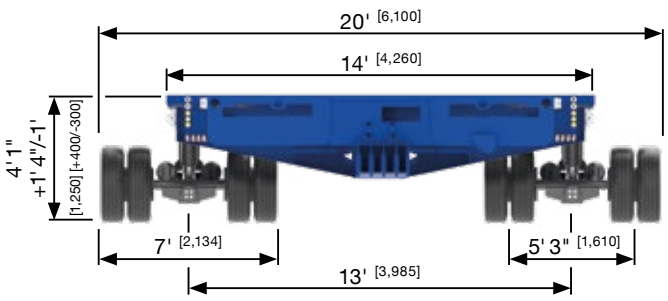
- ✔ Operation with basic width from 16.0-20.0 ft
- ✔ Change of width under load without crane or forklift
- ✔ Vehicle frame in longitudinally split design
- ✔ Usage of existing standard accessories such as gooseneck, drop deck etc.
- » Cost savings for long-distance hauling to job sites

TECHNICAL FEATURES

+	Twin tires	245/70 R 17.5
+	Axle load	52,900 lbs at 25 mph [24 t at 40 km/h]
+	Loading deck width	14' [4,260 mm]
+	Vehicle width 6' wide axles	16'-20' [4,800-6,100 mm]
+	Vehicle width 7' wide axles	18'-20' [5,500-6,100 mm]
+	Axle spacing	9' 1" [2,770 mm]
+	Maximum steering angle	± 60°



Technical drawing based on 6' wide axles



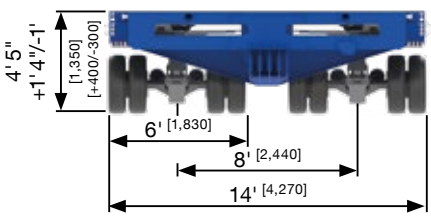
Technical drawing based on 7' wide axles

THP/DR
THE SOLUTION FOR EXTREME CHALLENGES

WIDENING UNDER LOAD

DOUBLE-ROTATING WHEELSETS

OPERATING WIDTH 14'-20' [4,200-6,000 mm]

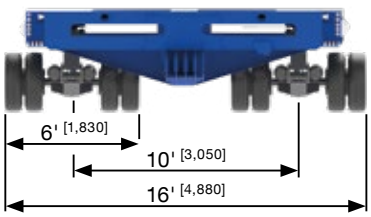


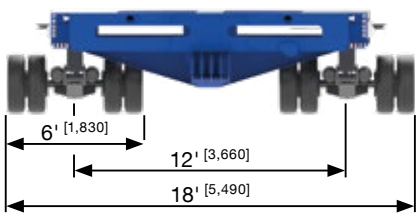
YOUR BENEFITS

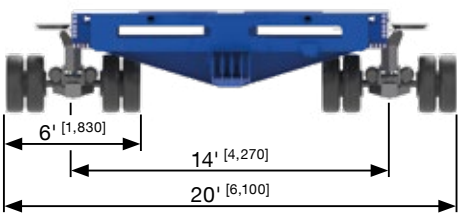
- ✔ Change of width under load without crane or forklift
- ✔ Usage of common accessories such as gooseneck, drop deck etc.
- » Cost savings for long-distance hauling to job sites

TECHNICAL FEATURES

+	Twin tires	245/75 R 17.5
+	Axle load	52,900 lbs at 25 mph [24 t at 40 km/h]
+	Loading deck width	14' [4,270 mm]
+	Vehicle width	14'-20' [4,270-6,100 mm]
+	Axle spacing	5' 3" [1,600 mm]
	(spacing between tandem groups)	14' 1" [4,300 mm]
+	Maximum steering angle	± 60°





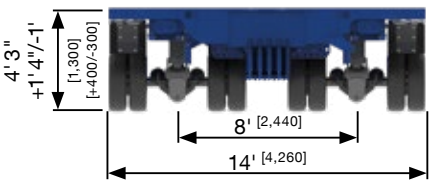


THP/DC
THE SOLUTION FOR EXTREME CHALLENGES

WIDENING UNDER LOAD ON THE FLY

REMOTE CONTROL OPERATION

OPERATING WIDTH 14'-20' [4,200-6,000 mm]



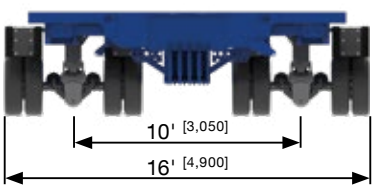
YOUR BENEFITS

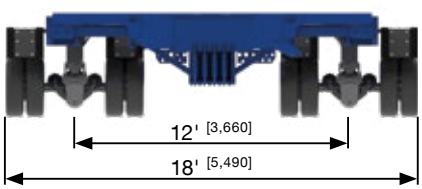
- ✔ Widening under load while rolling
- ✔ Operation (widening, levelling, steering) via wireless remote control
- ✔ New ideas combined with proven ball bearing race ring technology
- » Reduced transport time
- » Low maintenance and long service life

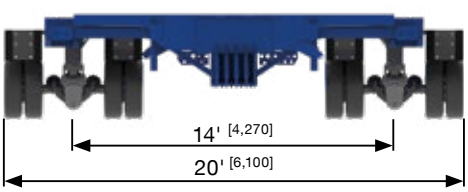
TECHNICAL FEATURES

+	Twin tires	245/70 R 17.5
+	Axle load	52,900 lbs at 25 mph [24 t at 40 km/h]
+	Loading deck width	14' [4,260 mm]
+	Vehicle width	14'-20' [4,260-6,100 mm]
+	Axle spacing	9' 1" [2,770 mm]
+	Maximum steering angle	± 60°

SAFETY FIRST
With its underfloor lighting, the THP/DC aids you to meet some permit regulations for heavy haulage and offers added safety to your transport team at night and user-friendliness as you can see exactly wha't happening around your trailer.







THP/CA | THP/DR | THP/DC
ACCESSORIES AND OPTIONS

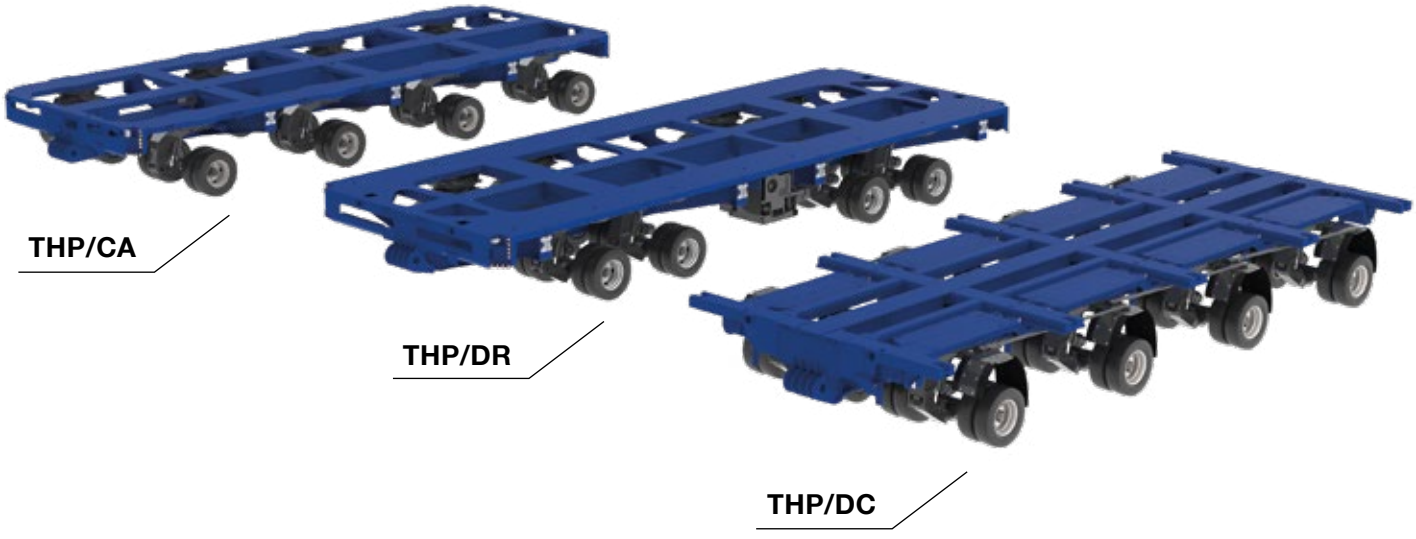
TOWING EQUIPMENT AND GOOSENECKS	+ Swivel arm THP/DC + Swivel arm THP/DR + Drawbar 6' 7" [2,000 m], 9' 10" [3,000 m],16' 5" [5,000 m], 23' [7,000 m] and 29' 6" [9,000 m] + Universal gooseneck 57,300 lbs [26 t], 77,100 lbs [35 t], 99,200 lbs [45 t] and 114,600 lbs [52 t] + Gooseneck THP/DC | THP/DR + Gooseneck THP/CA
GENERAL ACCESSORIES	+ THP/DC Diesel hydraulic power pack + “easyCONTROL” remote steering + Working lights + ALCOA aluminum rims with Durabright finish + Threaded bushings
LOADING EQUIPMENT	+ Drop decks + Vessel bridges + Excavator decks + Intermediate spacers + Spacer
TURNTABLE	+ 220,000 lbs/440,000 lbs [100 t/200 t]
TOWER ADAPTER	+ RA 2 + RA 3 + RA 4
HIGH GIRDER BRIDGE	+ »FAKTOR« 5.5 + »FAKTOR« 5

ACCESSORIES FOR HEAVY-DUTY MODULES TOWED AND SELF-PROPELLED

THP/CA | THP/DR | THP/DC
TECHNICAL DATA

TECHNICAL DATA

	THP/CA	**THP/DR**	**THP/DC**
Tires	Twin tires 245/70 R 17.5	Twin tires 245/70 R 17.5	Twin tires 245/70 R 17.5
Axle load	52,900 lbs at 25 mph [24 t at 40 km/h]	52,900 lbs at 25 mph [24 t at 40 km/h]	52,900 lbs at 25 mph [24 t at 40 km/h]
Driving height	4' 1" (+1' 4"/-1') [1,250 mm (+400/-300)]	4' 5" (+1' 4"/-1') [1,350 mm (+400/-300)]	4' 3" (+1' 4"/-1') [1,300 mm (+400/-300)]
Loading deck width	14' [4,260 mm]	14'-20' [4,270-6,100 mm]	14'-20' [4,260-6,100 mm]
Vehicle width	16'-20' (6' wide axles) [4,800-6,100 mm] 18'-20' (7' wide axles) [5,500-6,100 mm]	14' [4,270 mm]	14' [4,260 mm]
Axle spacing	9' 1" [2,770 mm]	5' 3" [1,600 mm] *(spacing between tandem groups)* 14' 1" [4,300 mm]	9' 1" [2,770 mm]
Maximum steering angle	± 60°	± 60°	± 60°
Number of axles	2-6 axles	2,4 axles	2-4 axles



THP/HL-L | THP/HL
YOUR OFF-ROAD EXPERT!

Goldhofer's THP/HL-L and THP/HL modules are extremely robust and use proven ball-bearing-race-rings. Use them for your most challenging operations, on-road and off-road with heaviest loads and under roughest conditions.

NOTHING IS TOO HEAVY 20

The high axle loads and the extreme bending moment offer a wide specter of use, when it comes to heaviest cargos in uneven terrain. THP/HL-L and THP/HL are your first choice when transporting mining equipment to its destination. With different variants of axle spacings you can be sure, to fulfill all legal requirements.
The mo-dules can not only be pulled by truck, but also combined with Goldhofer's self-propelled heavy duty modules to ensure maximum flexibility and maneuverability under the most challenging conditions.

THP/HL-L | THP/HL
NOTHING IS TOO HEAVY

UNIVERSALLY COMBINABLE

EASY CHANGING OF WHEEL SETS

HIGH BENDING MOMENT

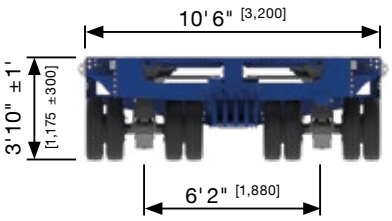
YOUR BENEFITS

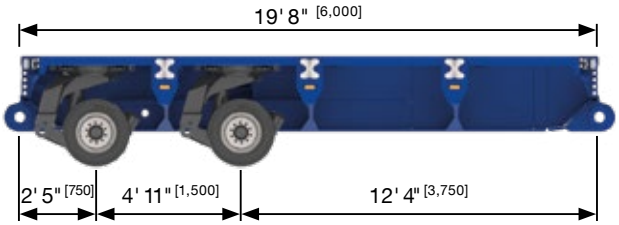
- ✔ Different axle spacing
  » For legal axle loads on public roads
- ✔ High bending moment
  » Enables transport of heavy and compact cargos requiring low axle loads
- ✔ Also for combination with PST/SL and PST/SL-E
  » High flexibility for transportation of ultra heavy loads

TECHNICAL FEATURES

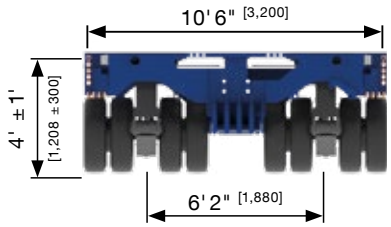
+ Twin tires	245/70 R 17.5
+ Vehicle width	10' 6" [3,200 mm]
+ Maximum steering angle	± 55°
+ THP/HL-L	57,500 lbs at 18.6 mph
+ Axle load	[26 t at 30 km/h]
+ Dead weight (4-axles)	25,500 lbs [11.6 t]
+ THP/HL	99,200 lbs at 0.6 mph
+ Axle load	[45 t at 1 km/h]
+ Dead weight (4-axles)	31,700 lbs [14.4 t]

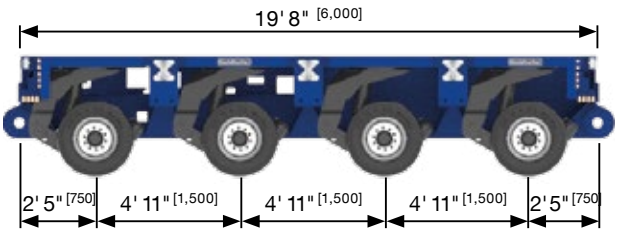
THP/HL-L





THP/HL





THP/HL-L | THP/HL
ACCESSORIES AND OPTIONS

TOWING EQUIPMENT AND GOOSENECKS	+ Steering swivel arm for single widths + Center pulling device for parallel combination (1+1/2) + Center pulling device for parallel combination (1+1) + Drawbar 6' 7" [2,000 m], 9' 10" [3,000 m],16' 5" [5,000 m], 23' [7,000 m] and 29' 6" [9,000 m] + Universal gooseneck 57,300 lbs [26 t], 77,100 lbs [35 t], 99,200 lbs [45 t] and 114,600 lbs [52 t]
GENERAL ACCESSORIES	+ Kohler diesel hydraulic power pack + Kohler gasoline hydraulic power pack + Operation panel + Cable/radio remote controls and »SmartControl«
LOADING EQUIPMENT	+ Drop decks + Vessel bridges + Excavator decks + Intermediate spacers + Spacer
TURNTABLE	+ 220,000 lbs/440,000 lbs [100 t/200 t] + 660,000 lbs/880,000 lbs/1,323,000 lbs [300 t/400 t/600 t] [1]
BLADE TRANSPORT DEVICE	+ FTV 550
TOWER ADAPTER	+ RA 2 + RA 3 + RA 4
HIGH GIRDER BRIDGE	+ »FAKTOR« 5.5 + »FAKTOR« 5

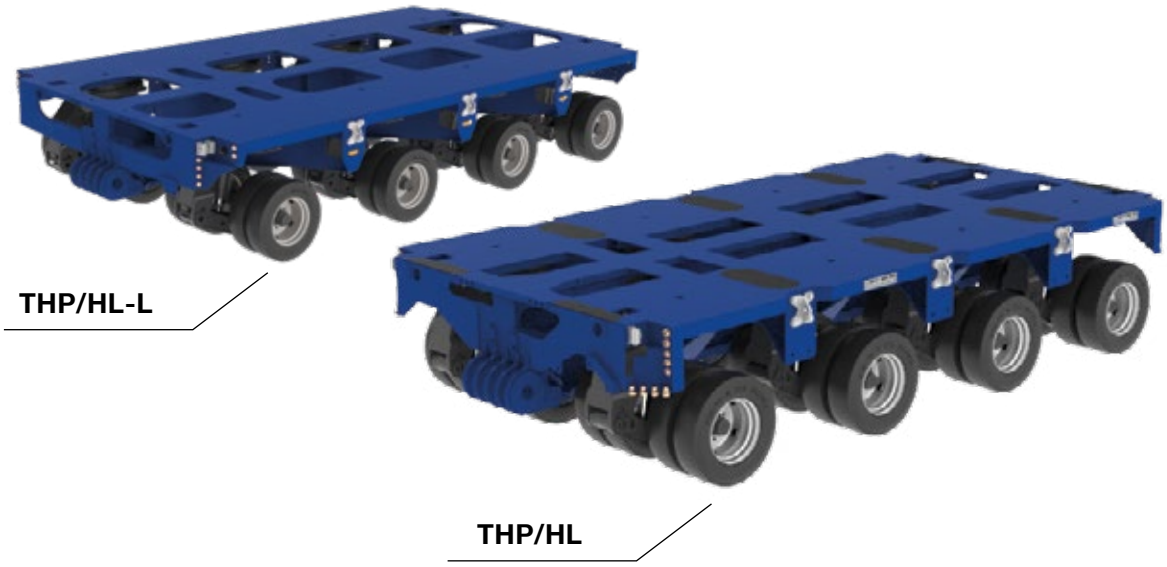
[1] 1,323,000 lbs [600 t] turntables for double width combination only

ACCESSORIES FOR HEAVY-DUTY MODULES TOWED AND SELF-PROPELLED

THP/HL-L | THP/HL
TECHNICAL DATA

TECHNICAL DATA

	THP/HL-L	**THP/HL**
Tires	245/70 R 17.5	245/70 R 17.5
Axle load	57,500 lbs at 18.6 mph [26 t at 30 km/h]	99,200 lbs at 0.6 mph [45 t at 1 km/h]
Dead weight (4-axles)	25,500 lbs [11.6 t]	31,700 lbs [14.4 t]
Vehicle width	10' 6" [3,200 mm]	10' 6" [3,200 mm]
Axle spacing	4' 11" [1,500 mm]	4' 11" [1,500 mm]
Maximum steering angle	± 55°	± 55°
Number of axles	2-8	2-8



THP/HL-L

THP/HL

THP/SL-FAMILY
HEAVY-DUTY HAULAGE HAS A NAME

Our THP/SL family is the ideal solution for transport companies of all sizes. With their limitless combination capability, extensive modular accessory system and expandability, SL-modules impress with unbeatable flexibility even for the heaviest loads.

A LIGHTWEIGHT FOR THE HEAVIEST LOADS

The low dead weight and the lowloader variants of our THP/SL-S lightweight types enable motorway travel and crossing bridges which are normally only possible with detours with heavier systems.
This means that higher payloads can be transported at the same time.

LIGHT WORK FOR TRANSPORTATION

THP/SL-L modules unfold their full strength in road transport for particularly heavy loads.
Loading goods and cargo are getting heavier, larger, and all above, higher. This requires a low dead weight and a low construction height of, for example, loading decks with a simultaneously high bending moment.

THE ORIGINAL

THP/SL – the synonyme for heavy-duty transport.
Our original does not need any description because our customers around the world already trust in THP/SL modules. They are always used when heavy-duty loads have to be moved when high bending moment is required. The THP/SL provides a solution for any transport requirements due to a wide range of possible variations, such as split modules and a huge range of accessories.

THP/SL-S
A LIGHTWEIGHT FOR THE HEAVIEST LOADS

LOW DEAD WEIGHT

PENDULAR AXLE WITH BALL BEARING RACE RING

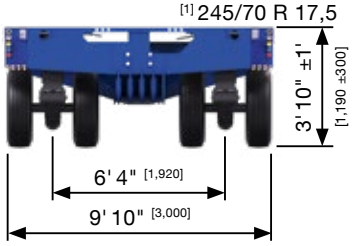
UNIVERSALLY COMBINABLE

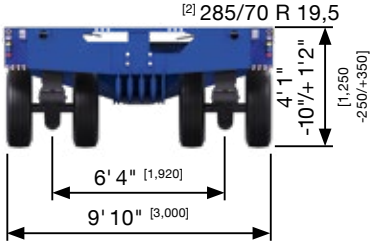
YOUR BENEFITS

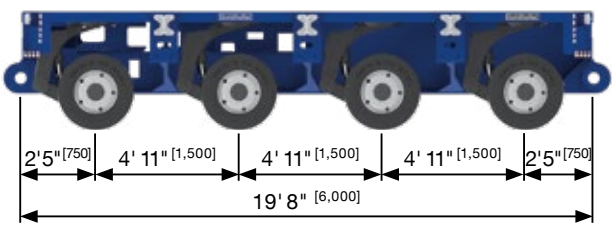
- ✔ Extremely low dead weight
- » Very high payloads
- ✔ Various tire sizes
- » Ideal adjustment for loading height or more robust site utilization
- ✔ Widest-possible track in the SL-family
- » Higher lateral stability

TECHNICAL FEATURES

+ Single tires [1]	245/70 R 17,5
+ Axle load [1]	34,400 lbs at 12 mph [15.6 t at 20 km/h]
+ Dead weight (4-axles) [1]	21,000 lbs [9.6 t]
+ Single tires [2]	285/70 R 19,5
+ Axle load [2]	50,700 lbs at 6 mph [23 t at 10 km/h]
+ Dead weight (4-axles) [2]	22,500 lbs [10.2 t]
+ Maximum steering angle	± 55°
+ Vehicle width	9' 10" [3,000 mm]





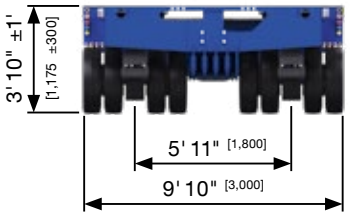


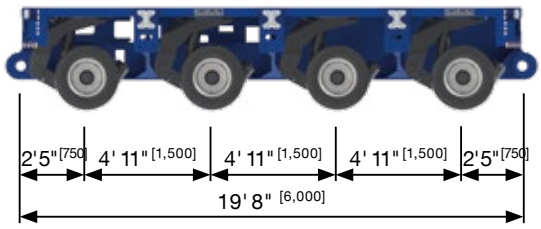
THP/SL-L
LIGHT WORK FOR TRANSPORTATION

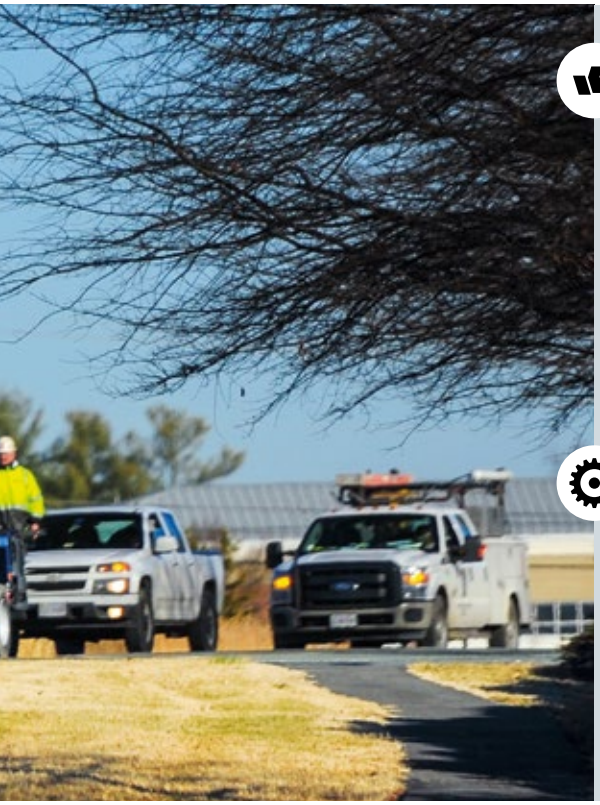
HIGH TRANSPORT FLEXIBILITY

PENDULAR AXLE WITH BALL BEARING RACE RING

UNIVERSALLY COMBINABLE







YOUR BENEFITS

- ✔ Ideal combination between dead weight and bending moment
- » Optimized for on road operation with limited axle loads
- ✔ Combinable with other heavy-duty modules from the SL-family
- » Extension and higher flexibility for the vehicle fleet
- ✔ Maximum possible closed loading area
- » Higher torsional stiffness and working safety

TECHNICAL FEATURES

+ Twin tires	215/75 R 17,5
+ Axle load	57,500 lbs at 12 mph [26.1 t at 20 km/h]
+ Dead weight (4-axles)	24,400 lbs [11.1 t]
+ Vehicle width	9' 10" [3,000 mm]
+ Maximum steering angle	± 55°
+ Optional: Split version	

THP/SL-L 7 (3+4) WITH VESSEL BRIDGE
Combination example: All vehicles of the SL-family can be combined with a comprehensive modular accessory system

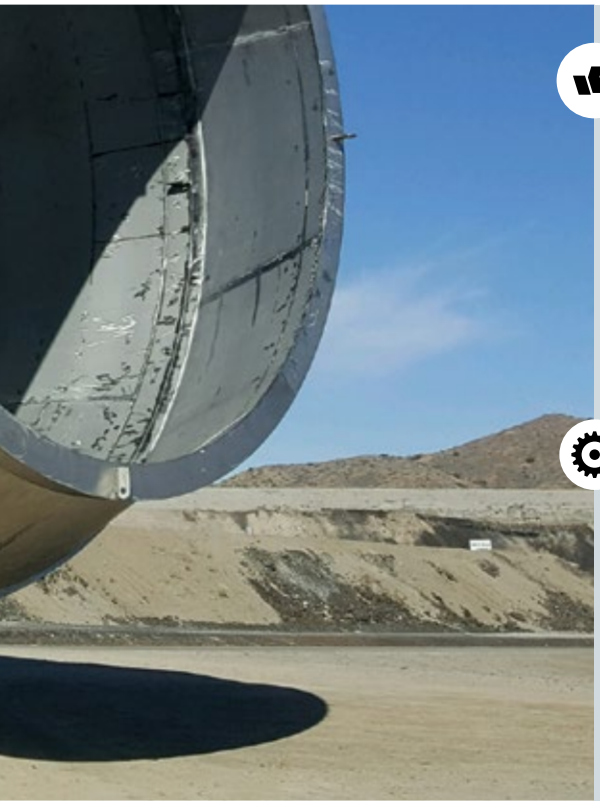
WORLDWIDE USE UNDER THE TOUGHEST CONDITIONS
This application in South Africa impressively demonstrates the efficiency of a THP/SL-L combination.

THP/SL
THE ORIGINAL

AXLE LOAD
UP TO 99,000 lbs [45 t]

PENDULAR AXLE WITH
BALL BEARING
RACE RING

UNIVERSALLY
COMBINABLE



YOUR BENEFITS

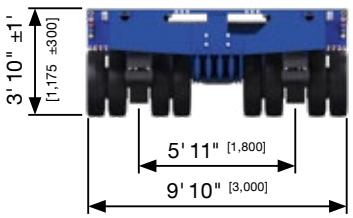
- ✔ Strong frame and coupling concepts
- » For the most extreme heavy-duty transport on the road and off road
- ✔ Efficient ad-on for self-propelled heavy-duty modules
- » Economical solution for increasing the payload and maximum utelisation

TECHNICAL FEATURES

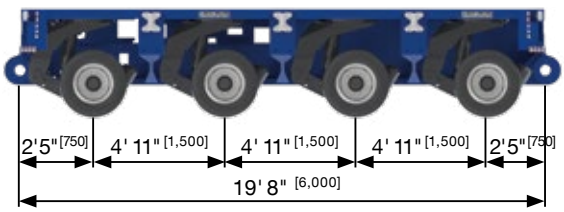
+	Twin tires	215/75 R 17,5
+	Axle load	99,000 lbs at 0.6 mph [45 t at 1 km/h]
+	Dead weight (4-axles)	30,500 lbs [13.85 t]
+	Vehicle width	9' 10" [3,000 mm]
+	Maximum steering angle	± 55°
+	Optional: Split version	

BEST PERFORMANCE CAPABILITY FOR ANY LOAD
Due to the extensive range of accessories, the THP/SL heavy-duty modules can be flexibly adapted to the specifications of the load, as shown here with a parallel combination (1+1/2).

THP/SL



THP/SL



THP/SL-S | THP/SL-L | THP/SL
ACCESSORIES AND OPTIONS

TOWING EQUIPMENT AND GOOSENECKS	+ Steering swivel arm for single widths + Center pulling device for parallel combination (1+1/2) + Center pulling device for parallel combination (1+1) + Drawbar 6' 7" [2,000 m], 9' 10" [3,000 m],16' 5" [5,000 m], 23' [7,000 m] and 29' 6" [9,000 m] + Universal gooseneck 57,300 lbs [26 t], 77,100 lbs [35 t], 99,200 lbs [45 t] and 114,600 lbs [52 t]
GENERAL ACCESSORIES	+ Kohler diesel hydraulic power pack + Kohler gasoline hydraulic power pack + Operation panel + Cable/radio remote controls and »SmartControl«
LOADING EQUIPMENT	+ Drop decks + Vessel bridges + Excavator decks + Intermediate spacers + Spacer
TURNTABLE	+ 220,000 lbs/440,000 lbs [100 t/200 t] + 660,000 lbs/880,000 lbs/1,323,000 lbs [300 t/400 t/600 t] [1]
BLADE TRANSPORT DEVICE	+ FTV 550
TOWER ADAPTER	+ RA 2 + RA 3 + RA 4
HIGH GIRDER BRIDGE	+ »FAKTOR« 5.5 + »FAKTOR« 5

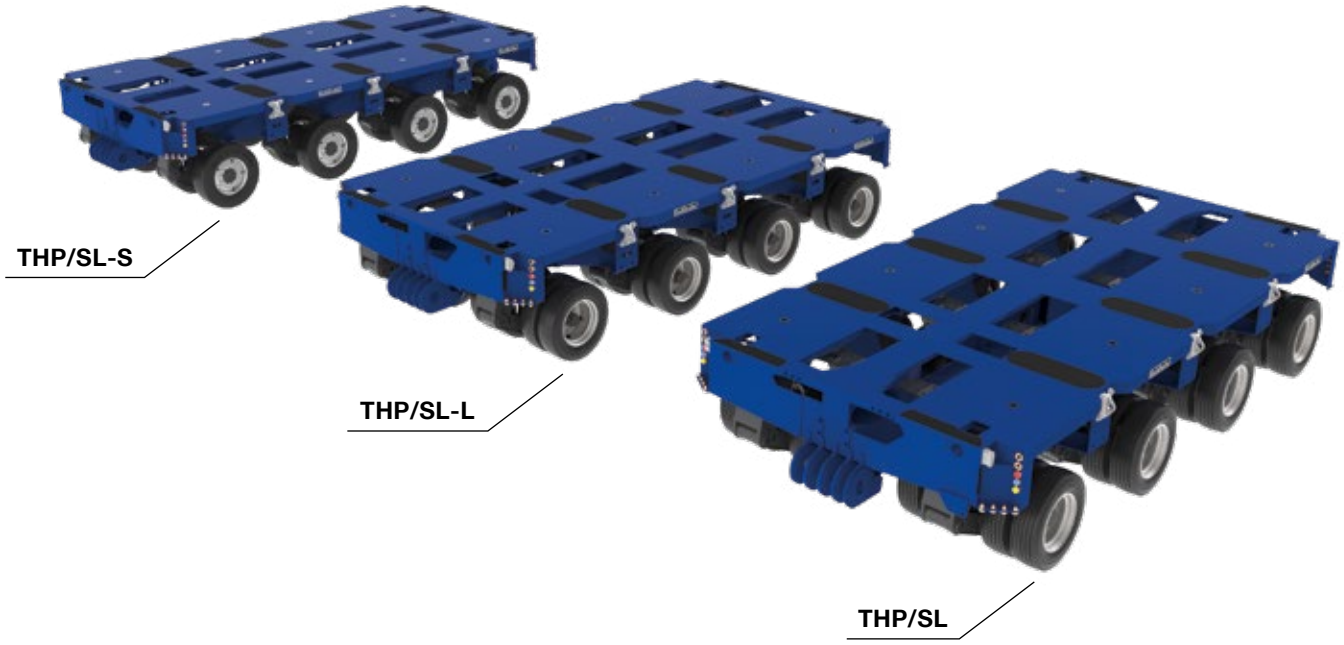
[1] 1,323,000 lbs [600 t] turntables for double width combination only

ACCESSORIES FOR HEAVY-DUTY MODULES TOWED AND SELF-PROPELLED

THP/SL-S | THP/SL-L | THP/SL
TECHNICAL DATA

TECHNICAL DATA

	THP/SL-S	THP/SL-L	THP/SL
Tires	Single tires 245/70 R 17,5 [1] 285/70 R 19,5 [2]	Twin tires 215/75 R 17,5	Twin tires 215/75 R 17,5
Axle load	34,400 lbs at 12 mph [1] [15.6 t at 20 km/h] 50,700 lbs at 6 mph [2] [23 t at 10 km/h]	57,500 lbs at 12 mph [26.1 t at 20 km/h]	99,000 lbs at 0.6 mph [45 t at 1 km/h]
Axle compensation	1' 9" [600 mm]	1' 9" [600 mm]	1' 9" [600 mm]
Dead weight (4-axles)	21,000 lbs [1] [9.6 t] 22,500 lbs [2] [10.2 t]	24,400 lbs [11.1 t]	30,500 lbs [13.85 t]
Vehicle width	9' 10" [3,000 mm]	9' 10" [3,000 mm]	9' 10" [3,000 mm]
Axle spacing	4' 11" [1,500 mm]	4' 11" [1,500 mm]	4' 11" [1,500 mm] 5' 11" [1,800 mm]
Maximum steering angle	± 55°	± 55°	± 55°
Number of axles	2-8	2-8	2-8



TOO LONG, TOO WIDE, TOO HEAVY?
NO PROBLEM FOR US!

When the heaviest loads require maximum power, our mechanically steered self-propelled transporters always provide the ideal solution. With enormous traction force, inclines are easy to overcome and flexibility in use is ensured by the ability to combine with other Goldhofer heavy-duty modules.

EFFICIENCY MONSTER 36

The »ADDRIVE« is an intelligent solution which combines the advantages of a towed heavy-duty module with those of a self-propelled transporter while also fulfilling the highest requirements in terms of variable application options, traction force, speed, availability and cost-effectiveness. With »ADDRIVE«, transloading the freight from a road transport vehicle to an off-road vehicle is no longer necessary. All in all, this simply means more efficiency and optimum flexibility for your vehicle fleet.

KEEP GOING WHEN THE GOING GETS TOUGH 38

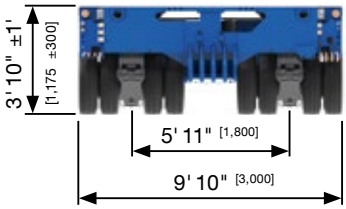
More performance with the mechanically steered PST/SL: Due to its enormous traction force, even the heaviest loads are light work to move. With the optional »SPEEDRIVE«, you gain even more versatility – because the PST/SL, like the »ADDRIVE«, can be utilized as a towed heavy-duty module for higher transport speeds.

»ADDRIVE« | »ADDRIVE« 2.0
EFFICIENCY MONSTER

FLEXIBILITY IN ACTION

TRACTION UNIT SUPPORT

DISENGAGING OF THE AXLES



YOUR BENEFITS

- ✔ Highest-possible traction force per driven, axle line
- » Maximum incline capability in the complete vehicle combination
- ✔ Mechanical drive system can be disengaged 100%
- » Almost no wear in towed mode and without generating heat
- ✔ Multiple-combination coupling
- » Can be combined with various heavy-duty module systems from Goldhofer

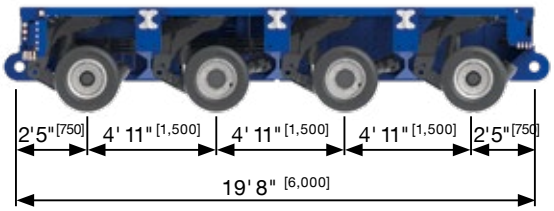
TECHNICAL FEATURES

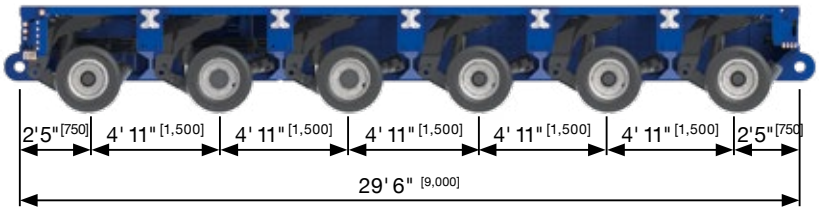
+ Twin tires	215/75 R 17,5
+ Axle load	79,000 lbs at 3 mph [36 t at 5 km/h]
+ Dead weight (4-axles)	33,700 lbs [15.3 t]
+ Traction force *(per driven axle line)*	28,000 lbf [125 kN]
+ Vehicle width	9' 10" [3,000 mm]
+ Maximum steering angle	± 55°

THE NEW »ADDRIVE« 2.0 EVEN MORE PERFORMANCE

Even more performance than its predecessor: »ADDRIVE« 2.0 supports the traction unit up to a maximum speed of 31 mph [50 km/h], the driven axle is then automatically disengaged. This therefore makes it possible to engage while driving. Additional driven axle lines are available for more traction force and even more power in action.

+ Dual tires	215/75 R 17,5
+ Axle load	79,000 lbs at 3 mph [36 t at 5 km/h]
+ Dead weight (4-axles)	33,700 lbs [15.3 t]





PST/SL
KEEP GOING WHEN THE GOING GETS TOUGH

HIGH BENDING MOMENT

DIVERSABLE POSSIBLE COMBINATIONS

DISENGAGING OF THE AXLES

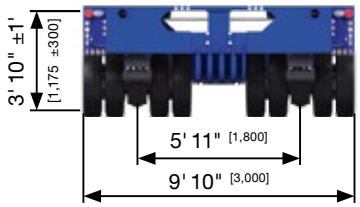
YOUR BENEFITS

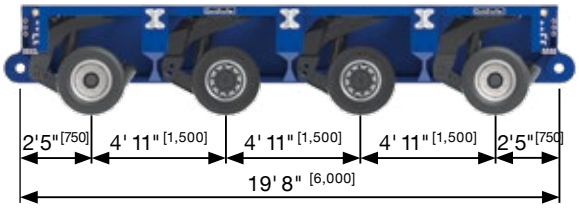
- ✔ Extremely high traction force per driven axle line
- » Maximum incline capability less drive axles are required for the same incline
- ✔ User-friendly operation concept
- » Fast and simple in operation
- ✔ Combinable with other towed and self-propelled heavy-duty modules
- » More flexible fleet management

TECHNICAL FEATURES

+	Twin tires	215/75 R 17,5
+	Axle load	99,000 lbs at 0.6 mph [45 t at 1 km/h]
+	Dead weight (4-axles)	33,700 lbs [15.3 t]
+	Traction force *(per driven axle line)*	44,900 lbf [200 kN]
+	Maximum steering angle	± 55°
+	Vehicle width	9' 10" [3,000 mm]

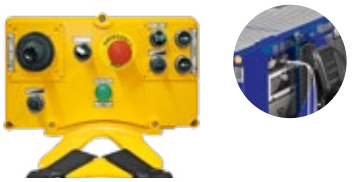
NEW OPTIONAL »SPEEDRIVE«
The PST/SL heavy-duty modules can be supplied with switchable driven axles for even more profitability when in action. This therefore means that it can be utilized as a towed module with higher speeds of up to 50 mph [80 km/h] (taking into account country-specific regulations). By activating the drive unit, the load can be positioned at its destination with millimeter's precision without traction unit and without time-consuming and costly reloading. In addition, the »SPEEDRIVE« option enables you to tow the vehicle to the job site on its own axles.





»ADDRIVE« | PST/SL
ACCESSORIES AND OPTIONS

GENERAL ACCESSORIES



+ Cable remote control for emergency operation

+ Cable remote control

+ Radio remote control

+ Radio remote control »ADDRIVE«

PST POWERPACKS

+ PP 280
207 kW/280 PS, Width 7' 10" [2,400 mm],
Cummins (TIER 4 FINAL)

+ PP 530
390 kW/530 PS, Width 9' 10" [3,000 mm],
Deutz (TIER 4 FINAL)

»ADDRIVE« POWERPACKS

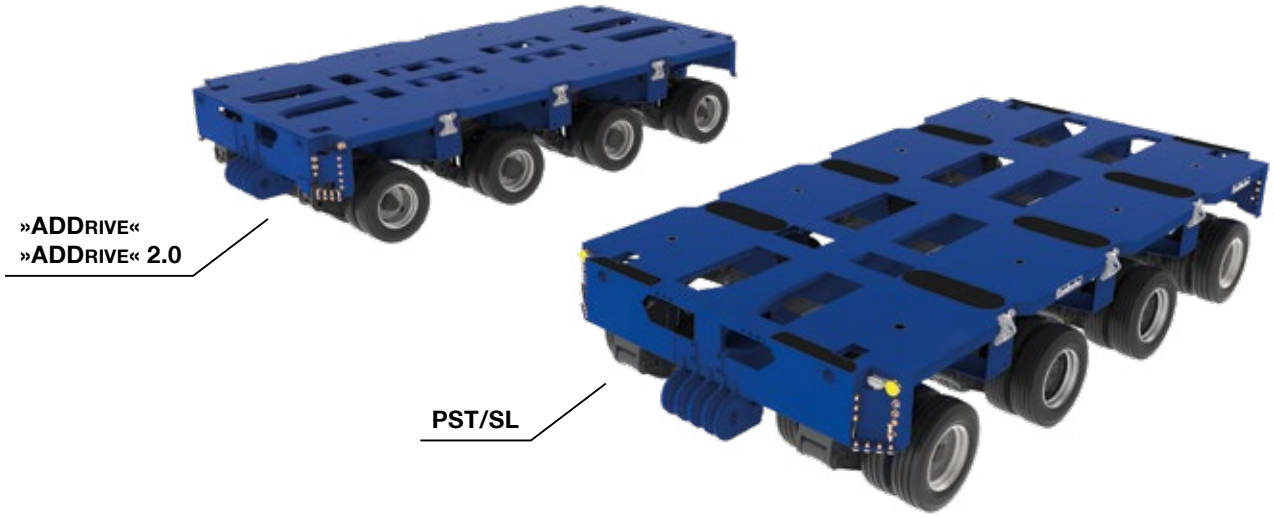
+ PP 280 ADD
207 kW/280 PS, Width 9' 10" [3,000 mm],
Cummins (TIER 4 FINAL)

+ PP 530 ADD 2.0
390 kW/530 PS, Width 9' 10" [3,000 mm],
Cummins (TIER 4 FINAL)

»ADDRIVE« | PST/SL
TECHNICAL DATA

TECHNICAL DATA

	»ADDRIVE«	»ADDRIVE« 2.0	PST/SL
Tires	Twin tires 215/75 R 17,5	Twin tires 215/75 R 17,5	Twin tires 215/75 R 17,5
Axle load	79,300 lbs at 3 mph [36 t at 5 km/h]	79,000 lbs at 3 mph [36 t at 5 km/h]	99,000 lbs at 0.6 mph [45 t at 1 km/h]
Axle compensation	1' 9" [600 mm]	1' 9" [600 mm]	1' 9" [600 mm]
Dead weight (4-axles)	337,000 lbs [15.3 t]	33,700 lbs [15.3 t]	337,000 lbs [15.3 t]
Traction force *(per driven axle line)*	28,000 lbf [125 kN]	28,000 lbf [125 kN]	44,900 lbf [200 kN]
Vehicle width	9' 10" [3,000 mm]	9' 10" [3,000 mm]	9' 10" [3,000 mm]
Axle spacing	4' 11" [1,500 mm]	4' 11" [1,500 mm]	4' 11" [1,500 mm]
Maximum steering angle	± 55°	± 55°	± 55°
Number of axles	4, 6	4, 6	3-6, 8



»ADDRIVE«
»ADDRIVE« 2.0

PST/SL

ACCESSORIES FOR HEAVY-DUTY MODULES TOWED AND SELF-PROPELLED

PRECISION ARTISTS
WE TAKE IT EXTREMELY SERIOUS

The largest and heaviest loads must often pass through extreme bottlenecks or be positioned with millimiter's precision precision at their destination. Such situations mean that you must be able to rely completely on your vehicle. You can put your trust in our precision artists and always have a clear conscience because you can utilize them to get every load to its destination precisely and safely.

THE ALL ROUNDER 46

When self-propelled vehicles are utilized, they normally must be able to transport various loads – and it is therefore necessary to determine the transport combination to the load in the best possible way. PST/SL-E can be combined with all vehicles of the SL Family, regardless of whether they are intended to be self-propelled or towed heavy-duty modules. Combined with its enormously high traction force and electronic multiway steering, the PST/SL-E is always your vehicle of choice when exceptional performance and maximum flexibility are required.

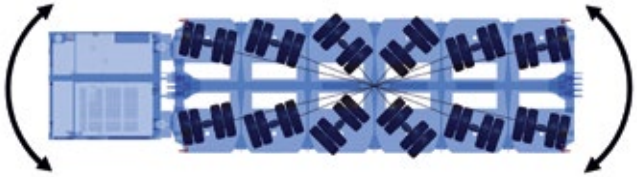
STABLE PERFORMANCE 48

Even more economical fleet mobilization with our self-propelled PST/ES-E Type vehicles: Due to their unique design, they can also be transported in flat racks with their basic width of 7' 11" [2,430 mm]. Depending on the model selected, they can additionally achieve axle loads of up to 132,000 lbs [60 t] so that even smaller combinations can move heavier and larger loads.

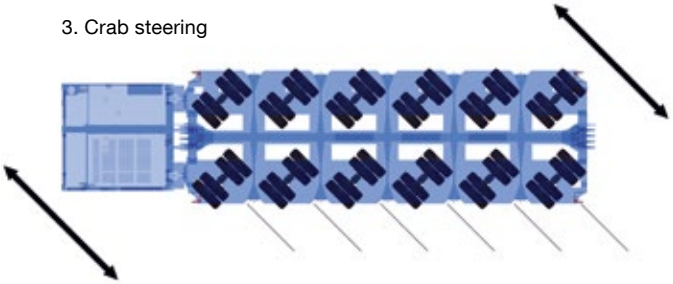
PST/SL-E | PST/ES-E
OVERVIEW OF STEERING PROGRAMS

1. Counter steering

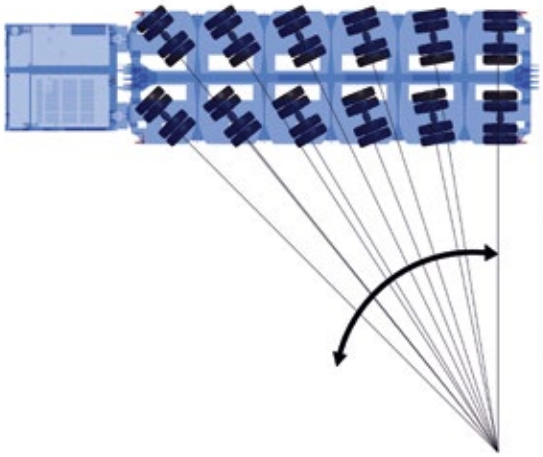
2. Carousel steering



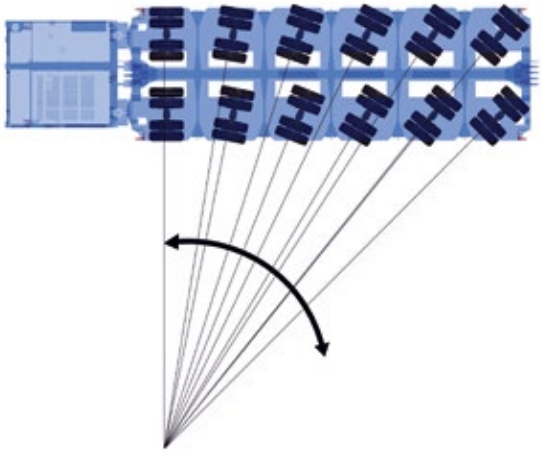
3. Crab steering



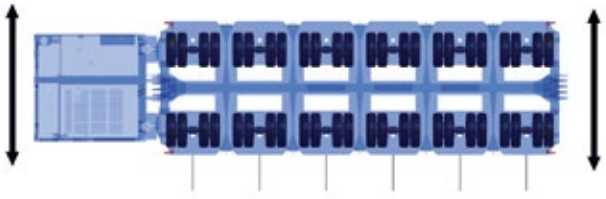
4. Front axle steering



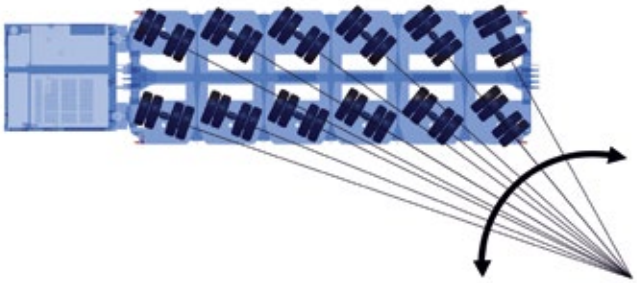
5. Rear axle steering



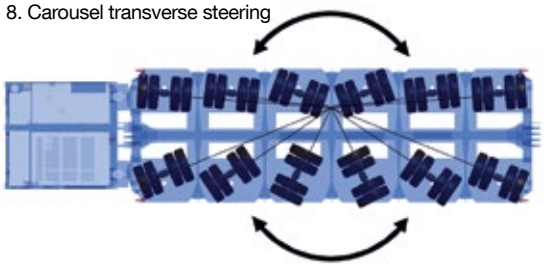
6. Transverse steering 90°



7. Transverse steering left/right

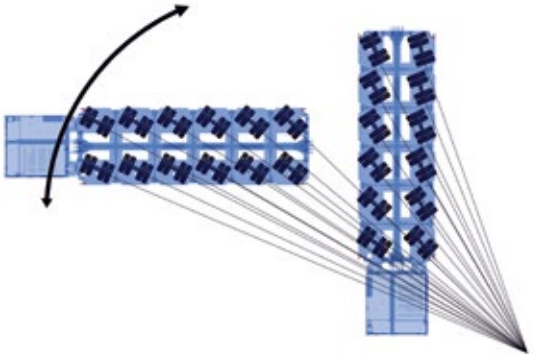


8. Carousel transverse steering

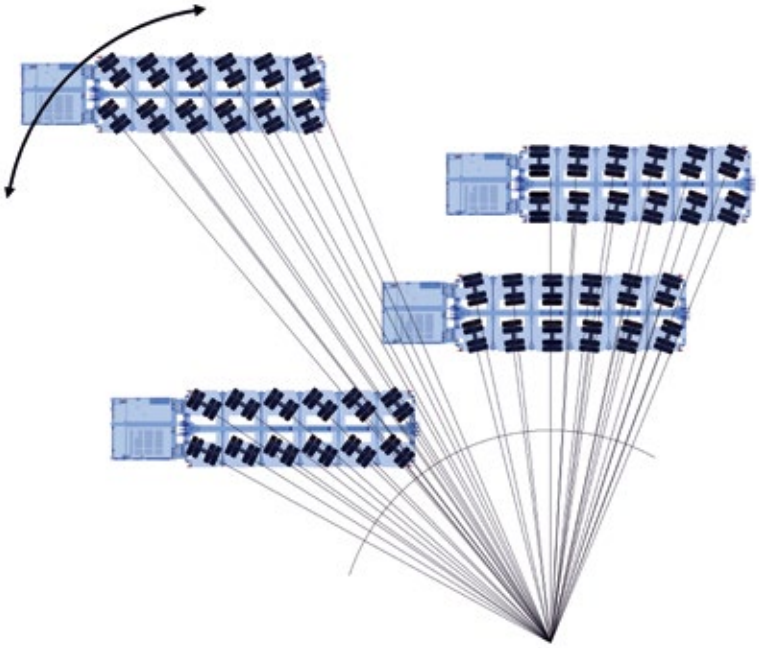


9. Angle combination

10. T-Combination



11. Free combination



PST/SL-E
THE ALL-ROUNDER

EXTREMELY ROBUST VEHICLE FRAME

ELECTRONIC SYNCHRONIZATION

VARIED COMBINATION POSSIBILITIES

YOUR BENEFITS

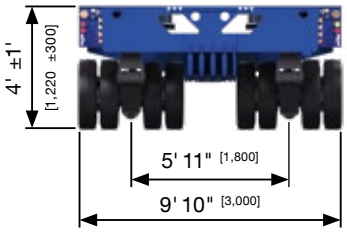
- ✔ Economic delivery to the application location
- » Power reserves for unforeseeable project situations

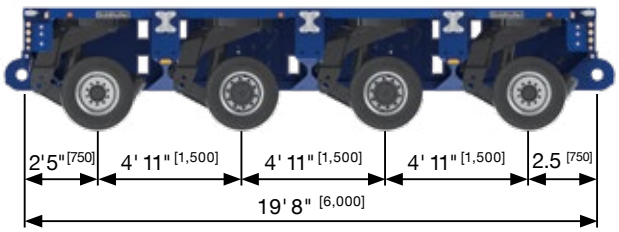
- ✔ Extremely high bending moment
- » Best possible safety tolerances, even with extreme loads

- ✔ Additional load lifting point
- » Safe loading for simplified mobilization

TECHNICAL FEATURES

+	Twin tires	215/75 R 17,5
+	Axle load	99,000 lbs at 0.6 mph [45 t at 1 km/h]
+	Dead weight (4-axles)	37,600 lbs [17.1 t]
+	Electronic multiway steering	± 135°
+	Traction force per driven axle line	40,400 lbf [180 kN]





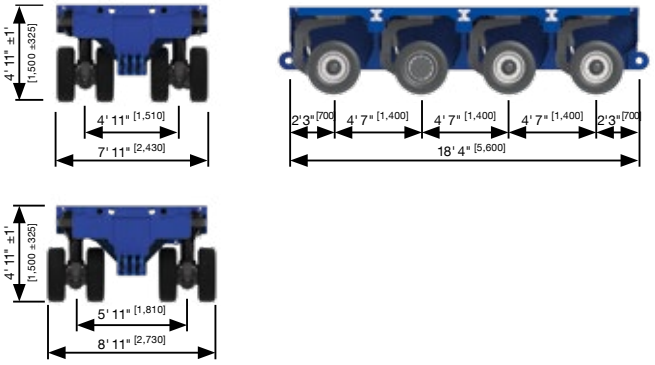
PST/ES-E
STABLE PERFORMANCE

LOW INVESTMENT COSTS

LOW MAINTENANCE VEHICLE DESIGN

AXLE LOADS UP TO 132,000 lbs [60 t]

PST/ES-E (285)



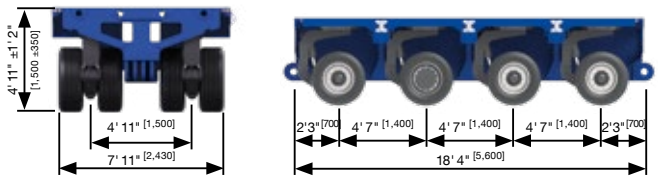
TECHNICAL FEATURES

+	Single tire	285/70 R 19,5
+	Axle load	88,100 lbs at 0,2 mph [40 t at 0.4 km/h]
+	Dead weight (4-axles)	36,500 lbs [16.6 t]
+	Traction force *(per driven axle line)*	36,400 lbf [162 kN]
+	Vehicle width	8' [2,430 mm]
	Width extendable to	9' [2,730 mm]

YOUR BENEFITS

- ✔ Top of the range traction force at higher speeds
  » Economic fleet management by utilizing less driven axle lines
- ✔ Use of standard tires
  » Worldwide availability with maximum economy
- ✔ Steering angle of ±135°
  » Best possible steering to reduce tire wear
- ✔ PST/ES-E (285): Track width can be widened at the push of a button
  » Higher lateral stability with a basic width of 8' [2,430 mm] for flat rack shipping

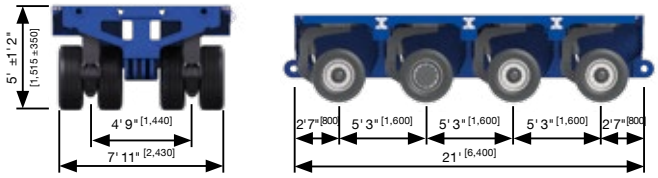
PST/ES-E (315)



TECHNICAL FEATURES

+	Single tire	315/60 R 22,5
+	Axle load	99,000 lbs at 0.6 mph [45 t at 1 km/h]
+	Dead weight (4-axles)	37,200 lbs [16.9 t]
+	Traction force *(per driven axle line)*	34,000 lbf [153 kN]
+	Vehicle width	8' [2,430 mm]

PST/ES-E (385)

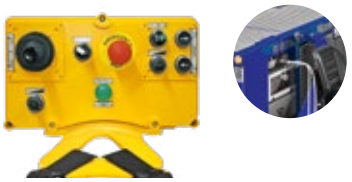


TECHNICAL FEATURES

+	Single tire	385/55 R 22,5
+	Axle load	132,000 lbs at 0.6 mph [60 t at 1 km/h]
+	Dead weight (4-axles)	45,400 lbs [20.6 t]
+	Traction force *(per driven axle line)*	35,900 lbf [160 kN]
+	Vehicle width	8' [2,430 mm]

PST/SL-E | PST/ES-E
ACCESSORIES AND OPTIONS

GENERAL ACCESSORIES



+ Cable remote control for emergency operation

+ Cable remote control

+ Radio remote control

+ Radio remote control »ADDRIVE«

PST POWERPACKS

+ PP 280
207 kW/280 PS, Width 7' 10" [2,400 mm],
Cummins (TIER 4 FINAL)

+ PP 530
390 kW/530 PS, Width 9' 10" [3,000 mm],
Deutz (TIER 4 FINAL)

ACCESSORIES FOR HEAVY-DUTY MODULES TOWED AND SELF-PROPELLED

PST/SL-E | PST/ES-E
TECHNICAL DATA

TECHNICAL DATA

	PST/SL-E	PST/ES-E
Tires	Twin tires 215/75 R 17,5	Single tire 285/70 R 19,5 [1] 315/60 R 22,5 [2] 385/55 R 22,5 [3]
Axle load	99,000 lbs at 0.6 mph [45 t at 1 km/h]	88,100 lbs at 0.2 mph [40 t at 0,4 km/h] [1] 99,000 lbs at 0.6 mph [45 t at 1 km/h] [2] 132,000 lbs at 0.6 mph [60 t at 1 km/h] [3]
Axle compensation	1' 9" [600 mm]	2' 1" [650 mm] [1] 2' 3" [700 mm] [2][3]
Dead weight (4-axle)	37,600 lbs [17.1 t]	36,500 lbs [16.6 t] [1] 37,000 lbs [16.9 t] [2] 45,400 lbs [20.6 t] [3]
Traction force *(per driven axle line)*	40,400 lbf [180 kN]	36,400 lbf [162 kN] [1] 34,000 lbf [153 kN] [2] 35,900 lbf [160 kN] [3]
Vehicle width	9' 10" [3,000 mm]	8'/9' [2,430 mm/2,730 mm] [1] 8' [2,430 mm] [2] 8' [2,430 mm] [3]
Axle spacing	4' 11" [1,500 mm]	4' 7" [1,400 mm] [1] 4' 7" [1,400 mm] [2] 5' 3" [1,600 mm] [3]
Electronic multiway steering	± 135°	± 135°
Number of axles	4,6,8	3,4,6,8

[1] 385 tires [2] 315 tires [3] 285 tires

WE HELP YOU
TO BUILD THE FUTURE

Goldhofer is known for tailored solutions according to customer's specific requirements. Special vehicles for wind blade transportation use proven technology while engineering keeps up to latest standards. With the RA the transportation of tower-segments for windmills becomes child's play, even though the segments grow larger, Goldhofer keeps moving forward. The largest special application is the »FAKTOR« series, that is used all over the world for the most extreme heavy loads like transformers, generators or industrial components.

SAFE, TESTED AND PROVEN HUNDREDS OF TIMES 54

Goldhofer's FTV 550 and FTV 850 takes the progressive development of wind turbines into account. Both are able to accommodate even the largest rotor blades. The ingenious FTV 550 has already proven itself hundreds of times in practical situations for the transport of the latest rotor blade generations and easily masters them.

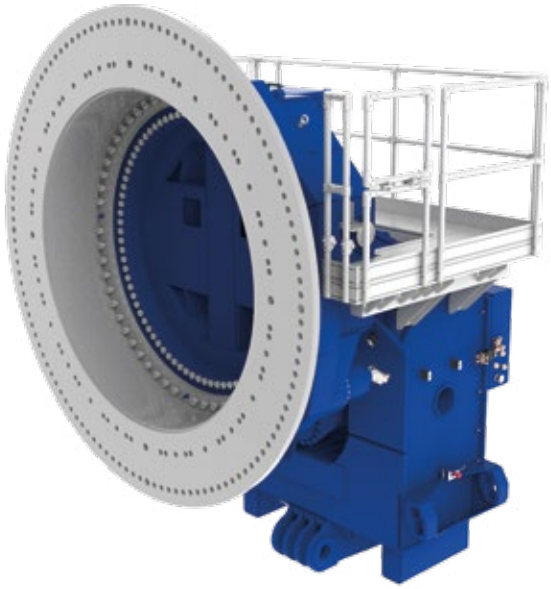
SUITABLE FOR EVERY SEGMENT 56

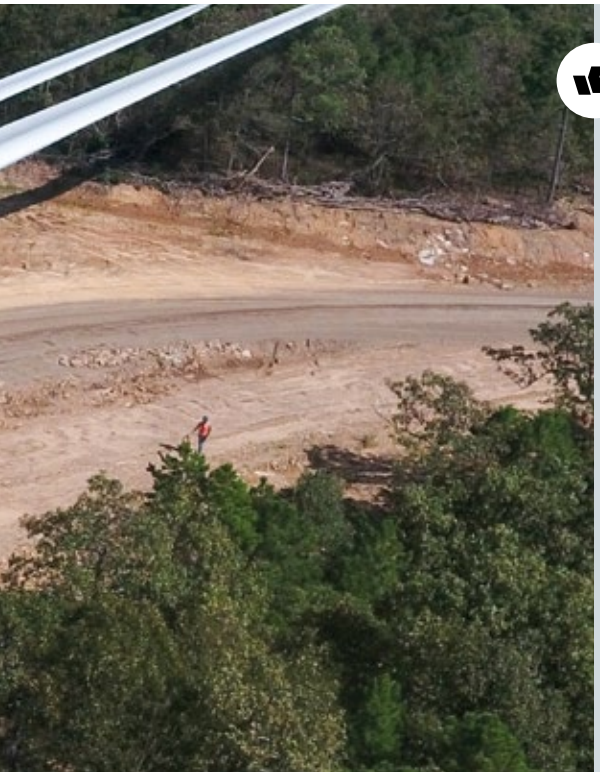
Our Tower adapters with up to 397,000 lbs [180 t] payloads are designed for the transport of tower segments. The adapters are either coupled with a free-turning device or directly between our heavy-duty modules. Thanks to the free-turning device (FTD), you can master the tightest turns and overcome obstacles of up to 9' 10" [3,000 mm] in height.

FOR THE HEAVIEST LOADS 58

Especially when transporting extremely heavy loads such as transformers, generators or other industrial components, high girder bridges are frequently in demand and to constantly demonstrate their full capacity in difficult infrastructures e.g. on bridges and other load-sensitive ground conditions. Goldhofer's high girder bridges have been tried and tested worldwide and always guarantee a very good payload-to-dead weight ratio as well as maximum safety.

FTV 550 | FTV 850
SAFE, TESTED AND PROVEN HUNDREDS OF TIMES





YOUR BENEFITS

- ✔ Display for essential application parameters
- » Safe and reliable operation

- ✔ Installed between the modular chassis to reduce the total height
- » Very low center of gravity for increased safety

- ✔ Closed working platform
- » Safety at work when attaching the blades

FTV 550	
+ Raised maximum angle	60°
+ Pitch angle	endless
+ Maximum rotor blade diameter	11' [3,400 mm]
+ Dead weight	34,600 lbs [15.7 t]
+ Ballast weight	39,600 lbs [18 t]
+ Load moment [1]	550 mt

FTV 850	
+ Raised maximum angle	60°
+ Pitch angle	endless
+ Maximum rotor blade diameter	12' [3,700 mm]
+ Dead weight	42,000 lbs [19 t]
+ Ballast weight	39,600 lbs [18 t]
+ Load moment [1]	850 mt

[1] Meter-ton (mt) defines the load moment of the FTV.
550 mt means that the device is able to lift a weight of 1,210,000 lbs [550 t] in a distance of 3.3 ft [1 m]
850 mt means that the device is able to lift a weight of 1,870,000 lbs [850 t] in a distance of 3.3 ft [1 m]

RA 2 | RA 3 | RA 4
SUITABLE FOR EVERY SEGMENT

RA 2

TECHNICAL FEATURES RA 80

+	Maximum payload *(depending on combination)*	2x110,000 lbs [2x50 t]
+	Inner flange *(diameter)*	6'-17' [1,850-5,170 mm]
+	Outer flange *(diameter)*	5' 4"-16' [1,620-4,910 mm]
+	Swing clearance radius	11' 6"/13' 9"/16' 5"/21' 4" [3,500 mm / 4,200 mm / 5,000 mm / 6,500 mm]

+ Insertable extensions for tower diameter up to 20' 9" [6,330 mm] *(inner flange)* and/or 19' 2" [5,850 mm] *(outer flange)*
+ Can be coupled directly to heavy-duty modules

TECHNICAL FEATURES RA 110

+	Maximum payload *(depending on combination)*	2x132,000 lbs [2x60 t]
+	Inner flange *(diameter)*	9' 3"-18' [2,825-5,465 mm]
+	Outer flange *(diameter)*	8' 4"-17' 4" [2,560-5,300 mm]
+	Swing clearance radius	18' 8"-21' 4" [5,700 mm-6,500 mm]

+ Insertable extensions for tower diameter up to 22' 3" [6,780 mm] *(inner flange)* and/or 20' 8" [6,335 mm] *(outer flange)*

YOUR BENEFITS

- ✔ Complete product range
- » Optimized for the whole spectrum for tower segments
- ✔ Combinable with dolly or heavy-duty modules
- » Economical and flexible utilization of existing vehicle fleet
- ✔ Hydraulic sideshift for easier positioning during load positioning
- » User-oriented and time-saving operation
- ✔ Aluminum work platform with access ladder
- » Increased safety in day-to-day action

RA 3

TECHNICAL FEATURES

+	Maximum payload *(depending on combination)*	2x110,000 lbs [2x50 t]
+	Inner flange *(diameter)*	7' 10"-17' 9" [2,400-5,400 mm]
+	Outer flange *(diameter)*	7' 5"-17' 5" [2,260-5,300 mm]
+	Swing clearance radius	13' 9"/16' 1" 18' 8" /21' 4" [4,200 mm / 4,900 mm / 5,700 mm / 6,500 mm]

+ Support cylinder for chassis with 1' 11" [600 mm] of stroke

RA 4

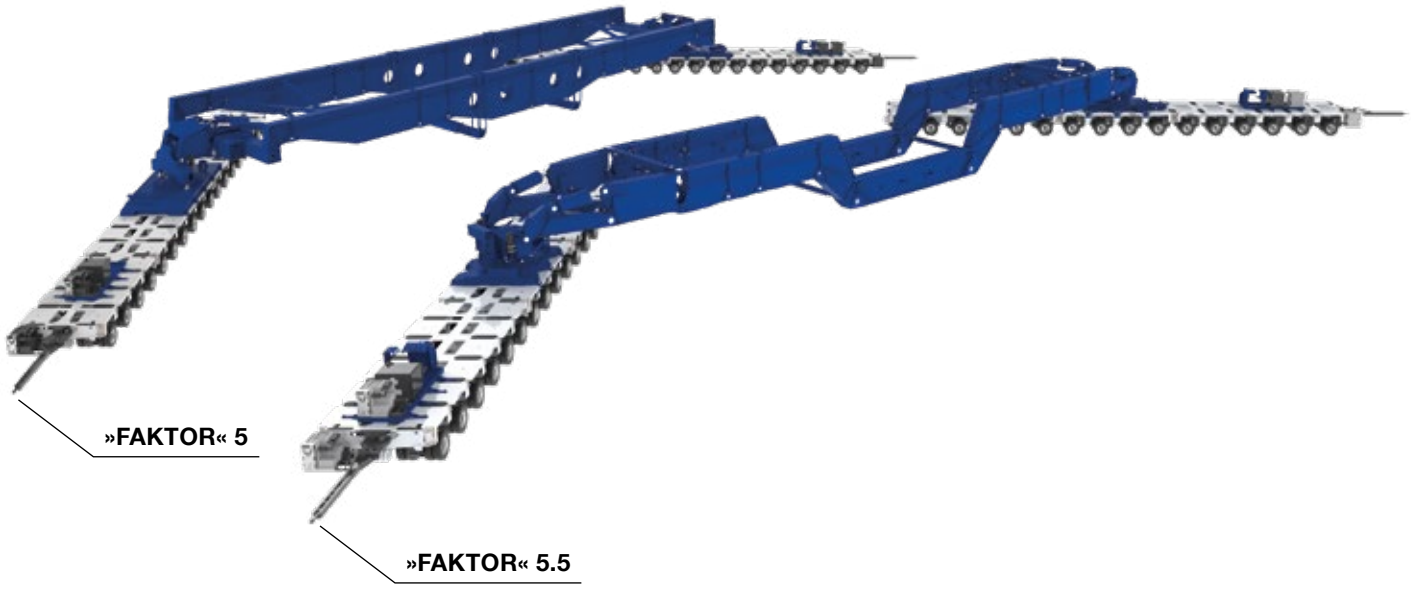
TECHNICAL FEATURES

+	Maximum payload *(depending on combination)*	2x198,000 lbs [2x90 t]
+	Internal flange *(diameter)*	9' 10"-19' 4" [3,000-5,900 mm]
+	External flange *(diameter)*	9' 3"-18' 2" [2,820-5,550 mm]
+	Swing clearance radius	24' 7"/ 28' 2" [7,500 mm / 8,600 mm]

+ Support cylinder for chassis with 1' 11" [600 mm] of stroke

Exemplary configuration

»FAKTOR« 5 | »FAKTOR« 5.5
FOR THE HEAVIEST LOADS



YOUR BENEFITS

- ✔ Unique ratio of payload to dead weight
- » Compact transport system customized to utilization conditions
- ✔ Simple mobilization and shipping
- » Economic delivery to the desired location

TECHNICAL FEATURES

	»FAKTOR« 5	»FAKTOR« 5.5
+ Payload *(depending on combination)*	1,102,000 lbs [500 t]	771,600 lbs [350 t]
+ Lift height	5' 11" [1.80 m]	5' 3" [1.60 m]
+ Load widths	9' 10"-22' 2" [3.00-6.75 m]	6' 7"-19' 8" [2.00-6.00 m]
+ Load lengths	36' 1"-55' 9" [11.00-17.00 m]	36' 1"-55' 9" [11.00-17.00 m]
+ Axle configurations*	2x 12 AL to 2x 20 AL	2x 10 AL to 2 x 16 AL

* Thereby payload alteration

USED ALL OVER THE WORLD

Transport specialists around the world rely on our high girder bridges. While we set new benchmarks with our technology, you can therefore rely on the fact that your bridge is the decisive »FAKTOR« for a successful and safe transport for any load.

Goldhofer

NORTH AMERICA'S LEADING PROVIDER
OF TRANSPORT TECHNOLOGY EQUIPMENT

From small excavators to wind blades, compact transformers, bulky machinery to mining machinery and parts to petrochemical plants: Without a doubt, our vehicles are operation-oriented and optimally adapted to the respective requirements of your transport tasks.

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