



**STZ-VL | STZ-VH**  
**»MPA« V**

LOWLOADER TRAILERS



# ROBUST AND FLEXIBLE IN DAILY USE

Flexibility is the fundamental requirement when using lowloader trailers in order to be able to transport a wide variety of loads with just one single vehicle. We always take this requirement into account with our forced-steered lowloader trailers, which can be ideally adapted to the respective requirements with various bridge designs and axle systems. Their procurement costs can be therefore reduced long term and the size of the fleet required can be simultaneously kept as low as physically possible.



## SIMPLY RELIABLE

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In the tough daily transport routine, time counts above all. Our STZ-VL and STZ-VH lowloader trailers are perfect for these tasks as they can be simply and rapidly loaded from the front. With increasing weight and volumes of the loaded goods, it is also hereby crucial that the vehicles themselves are as light as possible and at the same time able to carry high payloads. The STZ-VL and the STZ-VH are true champions in this case and they will relieve you of the hardest work.



## LIGHTWEIGHT FOR HEAVY LOADS

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The »MPA« V is an agile endurance performer for daily use: The design of the »MPA« axle guarantees maximum maneuverability and large axle stroke. The particularly low wear reduces maintenance costs to a minimum and thereby enables maximum availability. Even extremely heavy loads with a high center of gravity do not present a challenge for the »MPA« V.



# MASTERING TRANSPORT DIFFICULTIES EASILY AND RELIABLY

You can configure our robust lowloader trailers of the STZ-VL, STZ-VH and »MPA« V series entirely according to your requirements, because the low bridge heights as well as the enormous variety create maximum versatility with extremely high payloads.



## EVEN MORE EFFICIENCY IN THE VEHICLE FLEET

Our »MPA« V type lowloader trailers can be combined with a front pendular axle bogie. In addition to the economic utilization of your tractor units, this therefore provides even more ground clearance which will enable you to plan your transport more flexibly.

MORE ABOUT THE »MPA« V PAGE 08

## MACPHERSON AXLE TECHNOLOGY »MPA«

The axle is extremely maintenance friendly due to the small number of components. In addition, it is designed for high payloads.

- » Maximum steering angle 60°
- » Axle stroke 350 mm



## KNUCKLE TYPE STEERING AXLE AXLE WITH AIR SUSPENSION

The tried and tested axle technology with components from renowned manufacturers ensures a longer service life and high cost-effectiveness.

- » Maximum steering angle 45°
- » Axle stroke 270 mm



## KNUCKLE TYPE STEERING AXLE AXLE WITH HYDRAULIC AXLE COMPENSATION

This robust axle technology enables a longer service life and high vehicle availability. The axle stroke is operated hydraulically and guarantees high lateral stability with large and heavy loads.

- » Maximum steering angle 45°
- » Axle stroke 260 mm



## SAFELY TO THE DESTINATION

Always ready for operation: No matter what challenge awaits you on your transport route: You can always rely on the STZ-VL, STZ-VH and »MPA« V series lowloader trailers when high and heavy loads have to be transported safely to their destination.



- YOUR BENEFITS**
- ✓ Coupling point between bridge and chassis
  - » Flexible vehicle configuration for a wide variety of applications and maximum pull-out
  - ✓ Equipped with various flatbed versions
  - » Customer-specific payload to dead weight ratio
  - ✓ Optional equipment with »SmartControl«
  - » User-friendly operation of the vehicle



- TECHNICAL FEATURES**
- + Axle load (depending on country-related regulations) 10-12 t at 80 km/h (technical) 12 t at 80 km/h
  - + Axle stroke STZ-VL 270 mm STZ-VH 260 mm
  - + Tires 245/70 R 17,5
  - + Vehicle width 2,550 mm/2,750 mm
  - + Axle spacing 1,360 mm/1,510 mm
  - + Maximum steering angle 45°

# STZ-VL | STZ-VH SIMPLY RELIABLE



LOW DEAD WEIGHT



COUPLING POINT BETWEEN BRIDGE AND CHASSIS



SIMPLE OPERATION WITH »SMARTCONTROL«



Gooseneck	Bridge design	Rear bogie
		
<ul style="list-style-type: none"> <li>+ Fifth wheel load 20-35 t</li> <li>+ Swing clearance radius 2,100-2,800 mm</li> <li>+ Hydraulic</li> <li>+ Center beam, Outside position beams</li> </ul>	<ul style="list-style-type: none"> <li>+ Bridge design: Flat bed with removable inlay mattresses</li> <li>+ Construction height 220-350 mm</li> <li>+ Extension stages Fixed or 1</li> </ul>	<ul style="list-style-type: none"> <li>+ Width excavator excavator trough* 760 mm/960 mm</li> <li>+ Number of axles 2-4</li> </ul>

\*Depending on vehicle width





- YOUR BENEFITS**
- ✓ Low height difference between bridge and chassis
  - » Able to receive loads with reduced angle of slope
  - ✓ Lowest construction heights of the bridges
  - » Concentrated loading with maximum stability at the same time
  - ✓ High axle stroke, large steering angle
  - » For sensational maneuverability

**TECHNICAL FEATURES**

+ Axle load <i>(depending on country-related regulations)</i> <i>(technical)</i>	12 t at 80 km/h 12 t at 80 km/h
+ Axle stroke	350 mm
+ Tires	245/70 R 17,5
+ Vehicle width	2,550 mm/2,750 mm
+ Axle spacing	1,360 mm/1,510 mm
+ Maximum steering angle	60°

# »MPA« V

## THE LIGHTWEIGHT FOR HEAVY LOADS



- »MPA« TECHNOLOGY FOR 12t AXLE LOAD**
- MAXIMUM STEERING ANGLE OF 60°**
- SIMPLE OPERATION WITH »SMARTCONTROL«**

Gooseneck	Bridge design	Rear bogie
<ul style="list-style-type: none"> <li>+ Fifth wheel load 20-35 t</li> <li>+ Swing clearance radius 2,100-2,800 mm</li> <li>+ Hydraulic</li> <li>+ Center beam, Outside position beams</li> </ul>	<ul style="list-style-type: none"> <li>+ Bridge design: Flat bed with removable inlay mattresses</li> <li>+ Construction height 220-300 mm</li> <li>+ Extension stages Fixed or 1</li> </ul>	<ul style="list-style-type: none"> <li>+ Width excavator trough* 604 mm/804 mm</li> <li>+ Number of axles 2-4</li> </ul>

\*Depending on vehicle width



**EVEN MORE FLEXIBILITY**  
By combining the »MPA« V with a front pendular axle bogie, even more payload and ground clearance can be achieved, for example to effortlessly drive around roundabouts or over kerbs.



# STZ-VL | STZ-VH | »MPA« V ACCESSORIES AND OPTIONS



## GENERAL ACCESSORIES

- + Knorr "TIM"/Wabco "Smartboard"
- + "easyCONTROL" remote steering
- + »SmartControl«
- + Wide load marker boards
- + Working lights
- + Lift axle

## GOOSENECK

- + Spare wheel carrier
- + High front wall, can be combined with tarpaulin superstructures
- + Sidewalls
- + Premium tool box
- + Stowage aids for accessories
- + Electrohydraulic or dieselhydraulic power pack

## LOADING PLATFORM

- + Inlay mattresses
- + Outriggers
- + Threaded bushes
- + Loading ramp
- + Screwable twist locks

## STZ-VL | STZ-VH | »MPA« V TECHNICAL DATA



### TECHNICAL DATA

	STZ-VL	STZ-VH	»MPA« V
Axle load <i>(depending on country-related regulations)</i> <i>(technical)</i>	10-12 t at 80 km/h 12 t at 80 km/h	10-12 t at 80 km/h 12 t at 80 km/h	12 t at 80 km/h 12 t at 80 km/h
Fifth wheel load	20-35 t	20-35 t	20-35 t
Axle stroke	270 mm	260 mm	350 mm
Tires	245/70 R 17,5	245/70 R 17,5	245/70 R 17,5
Vehicle width	2,550 mm/2,750 mm	2,550 mm/2,750 mm	2,550 mm/2,750 mm
Axle spacing	1,360 mm/1,510 mm	1,360 mm/1,510 mm	1,360 mm/1,510 mm
Maximum steering angle	45°	45°	60°
Width excavator trough*	760 mm/960 mm	760 mm/960 mm	604 mm/804 mm
Number of axles	2-4	2-4	2-4
Surface refinement	Durability ensured with high-quality finish with zinc-dust base coat		

\*Depending on vehicle width



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**MADE FOR YOUR MISSION**