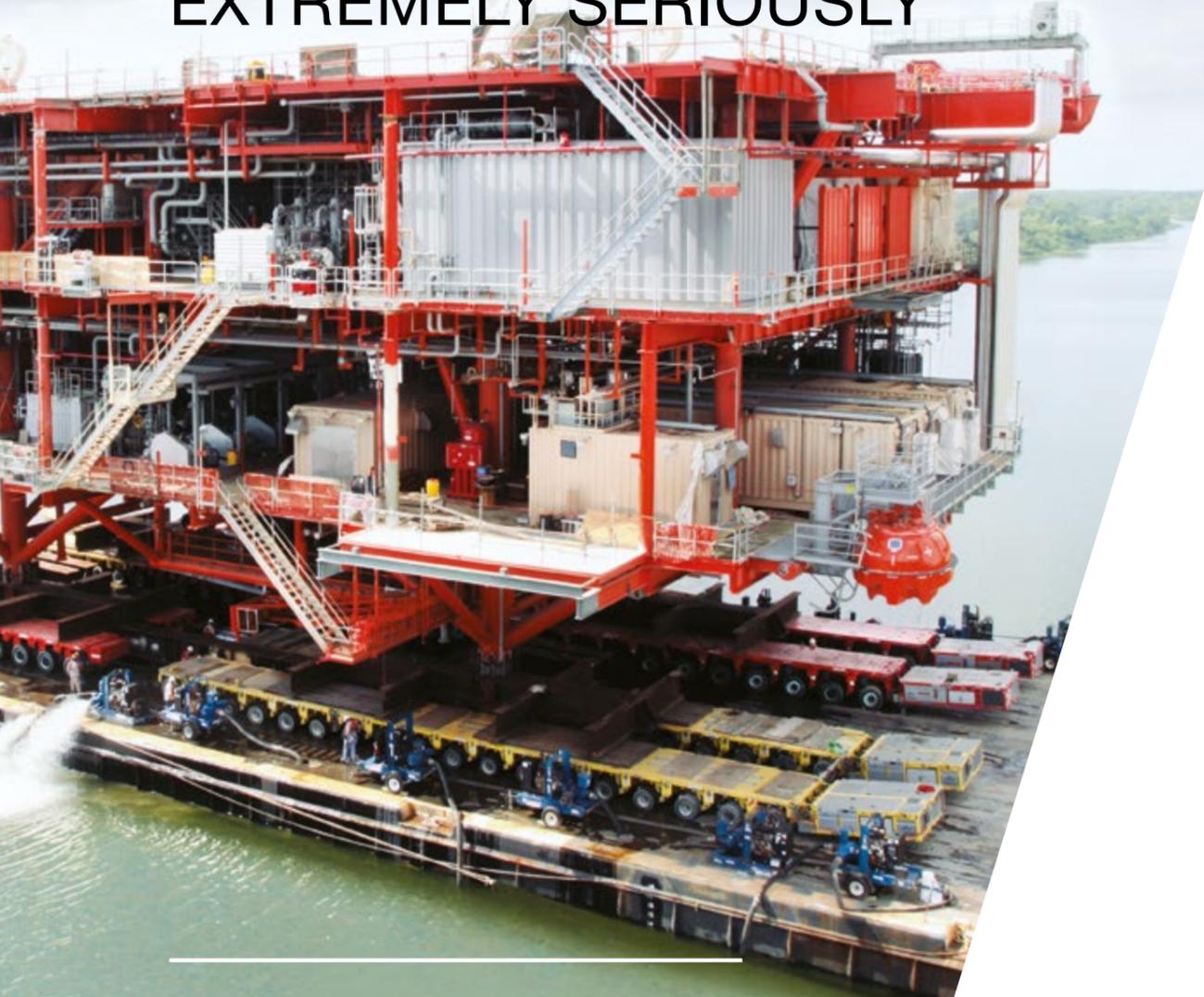




PST/SL-E
PST/ES-E

HEAVY-DUTY MODULES (SELF-PROPELLED) 

PRECISION ARTISTS WE TAKE IT EXTREMELY SERIOUSLY



The largest and heaviest loads must often pass through extreme bottlenecks or be positioned with millimeter's 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

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

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 2,430 mm. Depending on the model selected, they can additionally achieve axle loads of up to 60t so that even smaller combinations can move heavier and larger loads.



EXACT MANEUVERING FOR THE HEAVIEST LOADS

There is nothing that our electronically-steered self-propelled vehicles cannot overcome. Equipped with their extraordinary tractive force and the tried and tested Goldhofer quality, these vehicles enable safe transport of any load – even when the route is extremely challenging.



MASTERING A TWELVE PERCENT INCLINE WITH 580 t

A 3-file combination with 22 axle lines of the PST/SL-E Type moves a nearly 580 t heavy gas pressure boiler for a mine in Turkey. The extremely complex route not only included narrow passages but also difficult inclines up to twelve percent.

MORE ABOUT
THE TYPE
PST/SL-E / PAGE
06

GOLDHOFER DRIVEN PENDULAR AXLE WITH BALL BEARING RACE RING

The tried and tested Goldhofer pendular axle technology for our self-propelled vehicles is based on components from premium manufacturers and enables axle loads of up to 60 t (depending on vehicle type) and a hydraulic axle stroke of 600 mm.

- 1 - Slew ring bearing
- 2 - Rotary drive
- 3 - Hydraulic cylinder
- 4 - Axle with drive unit



EXTREMELY EFFICIENT

The enormous tractive force of our self-propelled PST/SL-E and PST/ES-E types makes light work of inclines. In addition, there is the extraordinarily robust construction which means that even demanding loads can be easily transported.



FLEXIBLY COMBINED

Special loads frequently require to be positioned independently at different pick-up points. The electronic synchronization fitted into our PST/SL-E and PST/ES-E vehicles enables flexible load handling, while usually requiring only one operator to control the transport combination.



MAXIMUM PRECISION

The larger the load involved, the more complicated the maneuvering – this fact is supported by our PST/SL-E and PST/ES-E heavy-duty driven modules with their electronic multiway steering: With a steering angle of $\pm 135^\circ$, the last millimeter of space can also be utilized.



- 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 45 t at 1 km/h
 - + Dead weight 17.1 t
 - + Electronic multiway steering ± 135°
 - + Traction force per driven axle line 180 kN

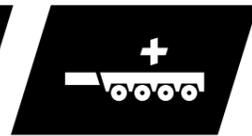
PST/SL-E THE ALL ROUNDER



EXTREMELY ROBUST VEHICLE FRAME



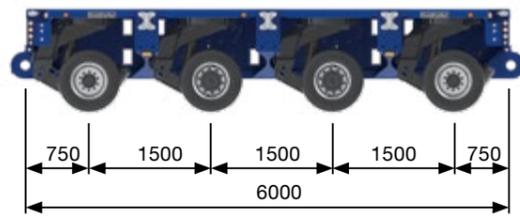
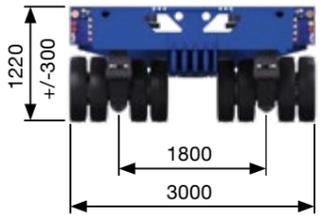
ELECTRONIC SYNCHRONIZATION



VARIED COMBINATION POSSIBILITIES



PST/SL-E in action





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 2,430 mm for flat rack shipping



PST/ES-E STABLE PERFORMANCE



LOW INVESTMENT COSTS

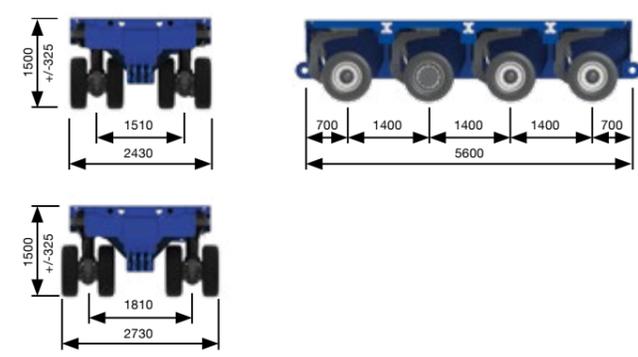
LOW MAINTENANCE VEHICLE DESIGN

AXLE LOADS UP TO 60 t



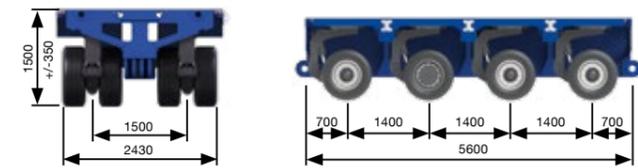
440 t IN JAPAN
A parallel combination created with 2x12 axle PST/ES-E moves a generator.

PST/ES-E (285)



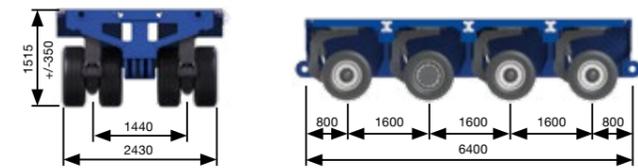
TECHNICAL FEATURES	
+ Single tire	285/70 R 19,5
+ Axle load	40 t at 0,4 km/h
+ Dead weight (4-axles)	16.6 t
+ Traction force (per driven axle line)	162 kN
+ Vehicle width	2,430 mm
+ Width extendable to	2,730 mm

PST/ES-E (315)



TECHNICAL FEATURES	
+ Single tire	315/60 R 22,5
+ Axle load	45 t at 1 km/h
+ Dead weight (4-axles)	16.9 t
+ Traction force (per driven axle line)	153 kN
+ Vehicle width	2,430 mm

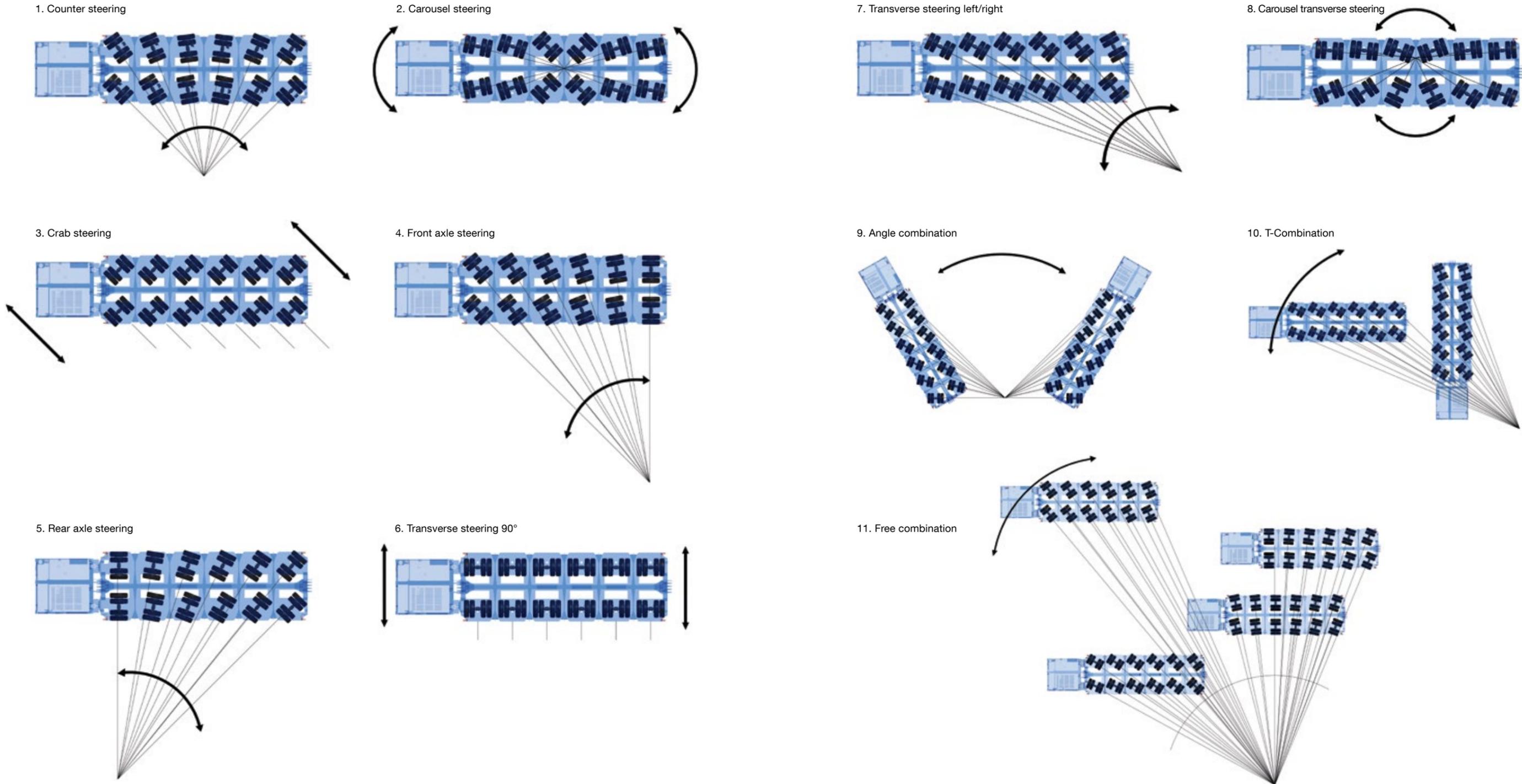
PST/ES-E (385)

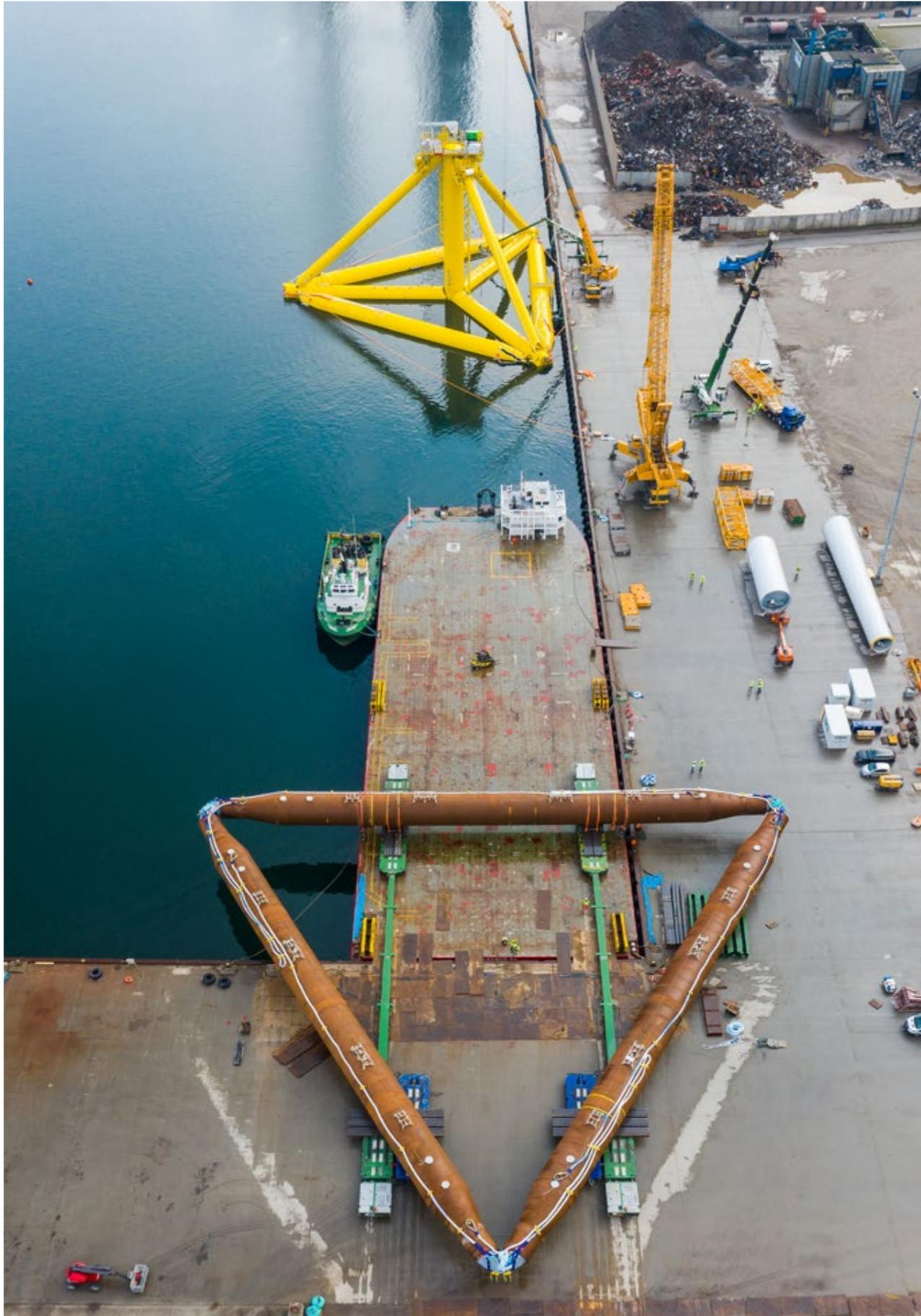


TECHNICAL FEATURES	
+ Single tire	385/55 R 22,5
+ Axle load	60 t at 1 km/h
+ Dead weight (4-axles)	20.6 t
+ Traction force (per driven axle line)	160 kN
+ Vehicle width	2,430 mm

PST/SL-E | PST/ES-E

OVERVIEW OF STEERING PROGRAMS







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

+ GENERAL ACCESSORIES



+ Radio remote



+ Cable remote



+ Emergency cable remote



PST POWERPACKS



+ 155 kW/210 PS, Width 2,400 mm, Deutz (TIER 3)



+ 207 kW/280 PS, Width 2,400 mm, Cummins (TIER 4 FINAL, EU STAGE V)



+ 360 kW/490 PS, Width 2,400 mm/3,000 mm, Deutz (TIER 3)



+ 390 kW/530 PS, Width 3,000 mm, Deutz (TIER 4 FINAL, EU STAGE V)

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



TECHNICAL DATA

	PST/SL-E	PST/ES-E
Tires	Dual 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	45 t bei 1 km/h	40 t at 0,4 km/h ^[1] 45 t at 1 km/h ^[2] 60 t at 1 km/h ^[3]
Axle compensation	600 mm	650 mm ^[1] 700 mm ^{[2],[3]}
Dead weight (4-axle)	17.1 t	16.6 t ^[1] 16.9 t ^[2] 20.6 t ^[3]
Traction force (per driven axle line)	180 kN	162 kN ^[1] 153 kN ^[2] 160 kN ^[3]
Vehicle width	3,000 mm	2,430 mm, width extendable up to 2,730 mm ^[1] 2,430 mm ^[2] 2,430 mm ^[3]
Axle spacing	1,500 mm	1,400 mm ^[1] 1,400 mm ^[2] 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



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