

Goldhofer

WIND FARM COMPONENTS



TRANSPORT SOLUTIONS FROM GOLDHOFER



TRANSPORT SOLUTIONS FOR ALL COMPONENTS

CONTENTS

ROTOR BLADES 06

The blades of wind turbines are often not only extremely long, but also extremely delicate. For narrow mountain roads, urban journeys or forest sections, Goldhofer has developed highly flexible transport systems capable of navigating even the most challenging routes.

HABS, NACELLES, GENERATORS, TRANSFORMERS 20

To transport high-quality components containing sensitive technology safely, you need to be able to rely completely on your equipment. With our range of vehicle types, such as our versatile low-loader trailers and heavy-duty modular combinations, you're in safe hands whatever the situation.

TOWER SEGMENTS 30

Due to their enormous dimensions, these components are challenging to transport; in addition to self-propelled vehicles for internal transport, low-loader trailers or heavy-duty modular combinations are the preferred choice for road transport in order to keep the overall height as low as possible.

COMBINATION SYSTEMS FOR FLEXIBLE USE 34

Our true all-rounders can also be used for applications beyond the demanding transport tasks in the wind energy sector: with our flexible heavy-duty modular combination systems, you can deliver any load safely to its destination and gain a decisive competitive advantage as a full-service provider.



ROTOR BLADES

SPZ-L | SPZ-H | SPZ-GL

PREPARED FOR EVERYTHING

YOUR BENEFITS

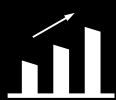
- ✓ Up to 3 extension stages
- ✓ Various loading heights
- ✓ Various tire options
- » Optimized loading area for every utilization

TECHNICAL FEATURES

- + Axle load
(depending on country-related regulations)
(technical) 10 t at 80 km/h
12 t at 80 km/h
- + Loading height 1,187-1,652 mm
- + Axle compensation 200 mm/270 mm/300 mm
- + Tires ^[1] 245/70 R 17,5
- + Vehicle width 2,480 mm/2,550 mm
- + Axle spacing 1,810 mm



PRACTICAL LASHING
CONCEPT



COST EFFECTIVE
TRANSPORT
SOLUTION



COMPREHENSIVE
ACCESSORIES



FLATBED SEMI-TRAILERS



Gooseneck

Chassis



- + Fifth wheel load 20-32 t
- + Swing clearance radius 2,400/2,800 mm

- + Single to triple telescopic
- + Number of axles 2-6
- + Axle compensation:
SPZ-L | SPZ-GL: 200/270 mm
SPZ-H: 300 mm

MAXIMUM FLEXIBILITY

Our flatbed semi-trailer always demonstrates its complete performance capability, not just when transporting wind energy components.



SPZ-GP FOR EXTREME APPLICATIONS

YOUR BENEFITS

- ✓ Sophisticated accessories for wind blades
- » Gentle wind blade transport solution
- ✓ Rail system for shortening the loading area in loaded condition
- » Simplified driving through tight positions
- ✓ Axle stroke of 600 mm
- ✓ Steering angle up to 60°
- » All-in-one solution for road transport and offroad transport

TECHNICAL FEATURES

- + Axle load
(depending on country-related regulations)
(technical) 12 t at 80 km/h
- + Loading height 1,180 mm
- + Axle compensation 600 mm
- + Tires 245/70 R 17,5
- + Vehicle width 2,550 mm
- + Axle spacing 1,360 mm



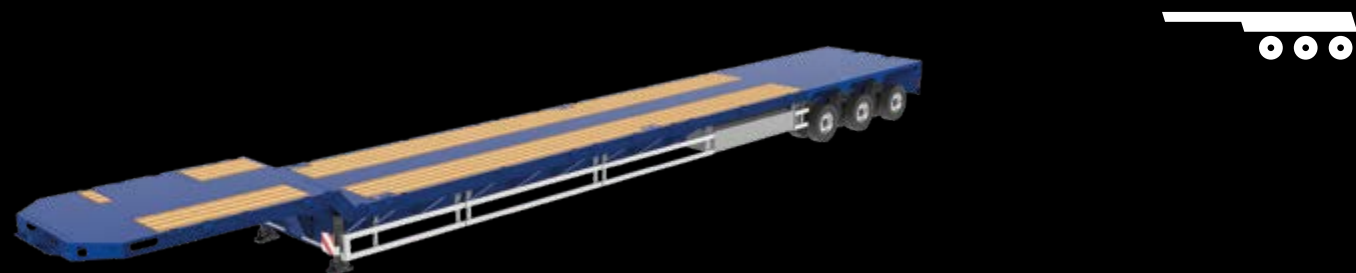
**HIGH
AXLE STROKE**



**HIGH
MANEUVERABILITY**



**COMPREHENSIVE
ACCESSORIES**



FLATBED SEMI-TRAILERS



Gooseneck

Loading area



- + Fifth wheel load 26 t
- + Swing clearance radius
2,400 mm/2,800 mm

- + Extendability 3-fold
- + Number of axles 3

EFFICIENT

The large axle compensation of 600 mm is a particular advantage for offroad area applications.



»» VENTUM ««

WELL OVER 70 METERS?

NO PROBLEM HERE!

YOUR BENEFITS

- ✓ 5-times extendable
- ✓ Suitable for 5-axle tractor unit
- » Ready for transporting the longest wind blades
- ✓ Enormous lift in gooseneck and in the chassis
- » Simplified passage through tight positions such as tunnels or roundabouts without any conversion work
- ✓ Adjustable steering
- » No co-driver required when driving as empty

TECHNICAL FEATURES

- + Axle load
(depending on country-related regulations)
(technical) 12 t at 80 km/h
12 t at 80 km/h
- + Loading height 1,240 mm
- + Axle compensation 600 mm
- + Tires 245/70 R 17,5
- + Vehicle width 2,750 mm
- + Axle spacing 1,810 mm



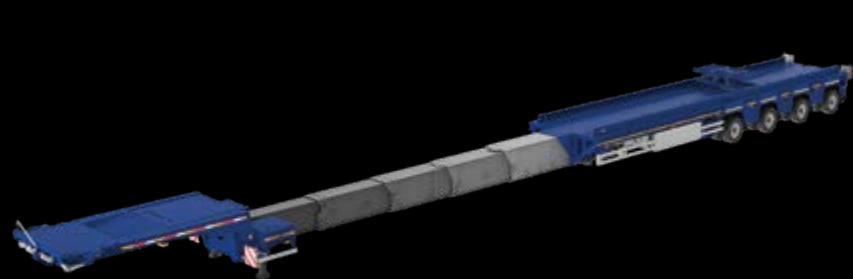
NO CO-DRIVER
REQUIRED WHEN
DRIVING EMPTY



SIMPLIFIED
PASSAGE THROUGH
TIGHT POSITIONS



SIMPLE
OPERATION WITH
»SMARTCONTROL«



FLATBED SEMI-TRAILERS



Gooseneck	Telescopic tubes	Loading area
+ Fifth wheel load 33,5 t + Swing clearance radius 3,400 mm	+ 5-times extendable	+ Number of axles 3-4

SIMPLE OPERATION

The standard equipment with Goldhofer »SmartControl« enables the operation of many functions of a semi-trailer vehicle at the push of a button, from starting up the traction unit to the electronic tracking aid and up to, and including, saving and adjustment of different driving heights.



All »SmartControl« functions can also be actuated by using the operating panels on the gooseneck and chassis.



FTV 930 THE NEW GENERATION

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

TECHNICAL FEATURES

- + Raised maximum angle 60°
- + Pitch angle Endless
- + Maximum rotor blade diameter 3,700 mm
- + Dead weight 19.6 t
- + Ballast weight 18 t
- + Load moment 930 mt



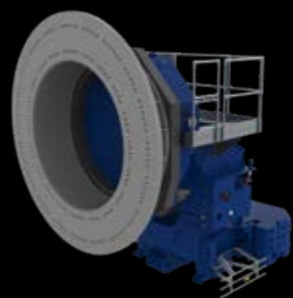
**SAFE AND RELIABLE
OPERATION**



HIGH AGILITY



**COMBINATION WITH
EXISTING MODULE
FLEET**



SPECIAL APPLICATIONS



INDIVIDUAL SOLUTIONS WITH MAXIMUM SAFETY AND STABILITY

Depending on the job on hand, a wide range of options is available with adapters for various parallel combinations. This makes the FTV 930 ideally suited for transporting extra-long rotor blades which are used for turbines on sites with low wind speeds. Even the latest generation of rotor blades requiring a lifting torque of up to 930 mt can be picked up and transported with full flexibility in the towed or self-propelled mode. With the split-combination option, in particular the PST/SL-E split with driven axle lines and mounting behind the loading area, the FTV 930 offers extremely high stability combined with low ballast weight. In addition, fewer axle lines are needed in operation, which increases the manoeuvrability of the combination and reduces the dead weight.

»BLADES« LIGHTWEIGHT, FLEXIBLE & ECONOMICAL

YOUR BENEFITS

- ✓ High ground clearance under the rotor blade
- » Easy negotiation of obstacles on the route
- ✓ Low overall weight and less fuel consumption
- » Reduced overall transport costs
- ✓ Transports with rotor blades over 70 m possible
- » Flexible, future-proof transport solution

TECHNICAL FEATURES

- + Dead weight 4.6 t
- + Capacity 25 t
- + Swing clearance radius 2,800 mm ^[1]
- 3,400 mm ^[2]
- + Hydraulic stroke 2,260 mm ^[1]
- (Depending on swing clearance radius) 2,710 mm ^[2]



**LOW OVERALL
WEIGHT**



HIGH AGILITY



**MULTIPLE
COMBINATIONS
POSSIBLE**



SPECIAL APPLICATIONS



TECHNICAL FEATURES (DOLLY)

	SN-L
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
Axle stroke	190 mm
Tires	Twin tires 245/70 R 17.5*
Dead weight	SN-L 4 8.0 t SN-L 5 9.8 t
Vehicle width	2,550 mm
Maximum steering angle	± 50°





HUBS, NACELLES, GENERATORS, TRANSFORMERS

STZ-VL | STZ-VH

SIMPLY RELIABLE

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)
(technical) 10-12 t at 80 km/h
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°



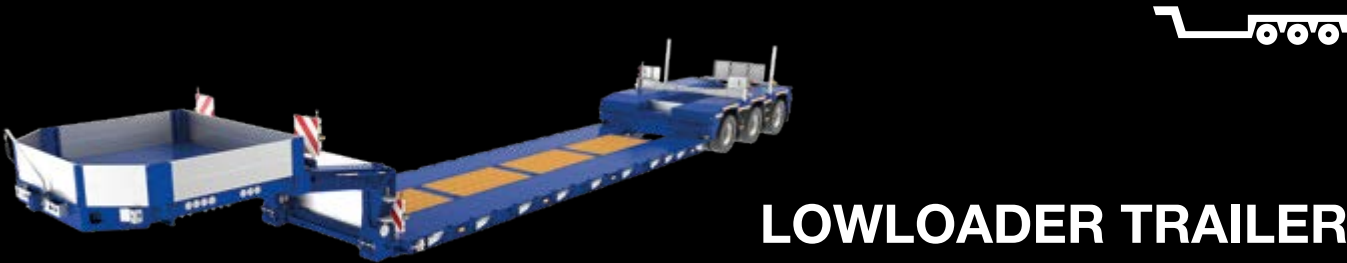
LOW DEAD WEIGHT



COUPLING POINT BETWEEN BRIDGE AND CHASSIS



SIMPLE OPERATION WITH »SMARTCONTROL«



LOWLOADER TRAILER



GOOSENECK



- + Fifth wheel load 20-35 t
- + Swing clearance radius 2,100-2,800 mm
- + Hydraulic
- + Center beam, Outside position beams

BRIDGE DESIGN



- + Bridge design: Flat bed with removable inlay mattresses
- + Construction height 220-350 mm
- + Extension stages Fixed or 1

REAR BOGIE



- + Width excavator trough* 760 mm/960 mm
- + Number of axles 2-4

*Depending on vehicle width



STZ-VL | STZ-VH

»MPA« V

THE LIGHTWEIGHT FOR HEAVY LOADS

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
(depending on country-related regulations) 12 t at 80 km/h
(technical) 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«
TECHNOLOGY FOR
12 T AXLE LOAD



MAXIMUM
STEERING ANGLE
OF 60°



SIMPLE
OPERATION WITH
»SMARTCONTROL«



LOWLOADER TRAILER



GOOSENECK



- + Fifth wheel load 20-35 t
- + Swing clearance radius 2,100-2,800 mm
- + Hydraulic
- + Center beam, Outside position beams

BRIDGE DESIGN



- + Bridge design: Flat bed with removable inlay mattresses
- + Construction height 220-300 mm
- + Extension stages Fixed or 1

REAR BOGIE



- + Width excavator trough* 604 mm/804 mm
- + Number of axles 2-4

*Depending on vehicle width

STZ-VP (245)

THE SPECIALIST FOR EVERY REQUIREMENT

YOUR BENEFITS

- ✓ Rigid and robust lowloader
- » Reliability and durability
- ✓ Short chassis
- » Maximum loading area length
- ✓ Maximum axle stroke of 600 mm
- » For optimum off-road mobility even with long vehicles

TECHNICAL FEATURES

- + Axle load
(depending on country-related regulations)
(technical) 12 t at 80 km/h
12 t at 80 km/h
- + Axle stroke 600 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°



MAXIMUM LOADING
PLATFORM LENGTH



HIGH FLEXIBILITY
IN USE



HIGH AXLE
COMPENSATION



LOWLOADER TRAILER



GOOSENECK



- + Fifth wheel load 20-40 t
- + Swing clearance radius 2,100-2,800 mm
- + Hydraulic
- + Center beam
- + External beam

FRONT BOGIE



- + Number of axles 1-3

BRIDGE DESIGN



- + Bridge design Flat bed, excavator bed, vessel deck
- + Construction height 200-450 mm
- + Extraction stages Fixed or 1

REAR BOGIE



- + Width excavator trough* 680 mm/880 mm
- + Number of axles 2-5

*Depending on vehicle width



UNIVERSAL APPLICATION POSSIBILITIES

The STZ-VP (245) can be individually adapted to the requirements for almost any type of load, as shown here on an example for an LTR 1100 with a weight of more than 56 t. Various bridge variants and numerous load securing options ensure that you are always ideally equipped.

STZ-VP (285) FOR EXTREME APPLICATIONS

YOUR BENEFITS

- ✓ Extreme load capacity with reduced dead weight
- » Maximum payload
- ✓ Quick coupling and uncoupling of the front bogie
- » Shorter set-up time
- ✓ Lower and continuously wide excavator trough
- » Lowest loading heights to fulfill the most stringent height guidelines

TECHNICAL FEATURES

- + Axle load
(depending on country-related regulations)
(technical) 12 t at 80 km/h
16 t at 25 km/h
- + Axle stroke 600 mm
- + Tires 285/70 R 17.5
- + Axle spacing 1,510 mm
- + Maximum steering angle 60°



HIGH MILEAGE



MAXIMUM AXLE
LOADS



FLEXIBLE VEHICLE
CONFIGURATION



LOWLOADER TRAILER



GOOSENECK	FRONT BOGIE	BRIDGE DESIGN	REAR BOGIE
			
+ Fifth wheel load 35/52 t or 45 t + Swing clearance radius 2,500-2,800 mm or 2,900-3,400 mm + Hydraulic + Center beam	+ Width 2,750 mm + Number of axles 2-4	+ Bridge design Flat bed, excavator bed + Construction height 200-500 mm + Extension stages Fixed or 1	+ Width 2,850 mm/3,000 mm + Width excavator trough* 910 mm/1,060 mm + Number of axles 3-6





TOWER SEGMENTS

RA 2 | RA 3 | RA 4

SUITABLE FOR EVERY SEGMENT

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

RA 2

TECHNICAL DATA

RA 2-80

- + Maximum payload (depending on combination) 2x50 t
- + Internal flange (diameter) 1,850-5,170 mm
- + External flange (diameter) 1,620-4,910 mm
- + Insertable internal tube for tower diameter up to 6,330 mm (internal flange)/5,850 mm (external flange)
- + Direct coupling with THP Modular Trailers
- + Alternatively usable with free-turning device
- + Swing clearance radius with FTD 4,900 mm / 5,700 mm / 6,500 mm

RA 2-110

- + Maximum payload (depending on combination) 2x55 t
- + Inner flange (diameter) 2,300-5,740 mm
- + Outer flange (diameter) 2,150-5,100 mm
- + Insertable extensions for tower diameter up to 6,780 mm (inner flange)/6,150 mm (outer flange)
- + Direct coupling with THP Modular Trailers
- + Alternatively usable with free-turning device
- + Swing clearance radius with FTD 4,900 mm / 5,700 mm / 6,500 mm



TOWER ADAPTER



RA 3-100



TECHNICAL DATA

- + Maximum payload (depending on combination) 2x50 t
- + Inner flange (diameter) 2,450-5,490 mm (optional up to 6,300 mm)
- + Outer flange (diameter) 2,330-5,100 mm
- + Swing clearance radius 4,200 mm / 4,900 mm 5,700 mm / 6,100 mm 6,500 mm
- + Support cylinder for chassis with 600 mm of stroke



RA 4



TECHNICAL DATA

- + Maximum payload (depending on combination) 2x90 t
- + Internal flange (diameter) 3,000-5,900 mm
- + External flange (diameter) 2,820-5,550 mm
- + Swing clearance radius 7,500 mm / 8,600 mm
- + Support cylinder for chassis with 600 mm of stroke





COMBINATION SYSTEMS FOR FLEXIBLE USE

THP/SL-S

A LIGHTWEIGHT FOR THE HEAVIEST LOADS

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] | 15.6 t at 20 km/h |
| + Dead weight (4-axes) ^[1] | 9.6 t |
| + Single tires ^[2] | 285/70 R 19.5 |
| + Axle load ^[2] | 23 t at 10 km/h |
| + Dead weight (4-axes) ^[2] | 10.2 t |
| + Maximum steering angle | ± 55° |
| + Vehicle width | 3,000 mm |



LOW DEAD WEIGHT



PERPENDICULAR AXLE WITH BALL BEARING RACE RING



UNIVERSALLY COMBINABLE

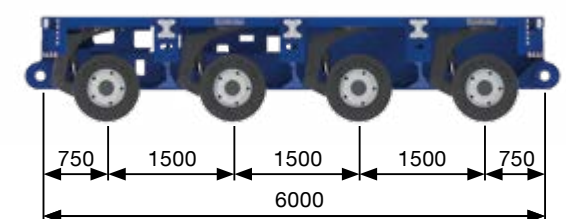
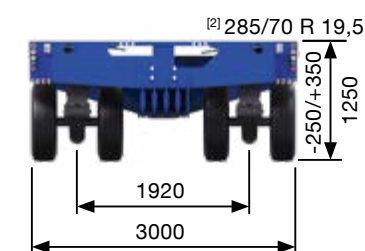
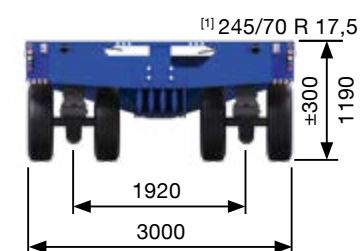


HEAVY-DUTY MODULES (TOWED)



APPLICATION EXAMPLE

STHP/SL-S (5+4) transporting a steel component. Accessories such as excavator bridges can be used flexibly, also to extend the loading area as in this example.



THP/SL-L LIGHT WORK FOR TRANSPORTATION

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
- + Axle load
- + Dead weight (4-axes)
- + Vehicle width
- + Maximum steering angle
- + Optional: Split version

215/75 R 17.5
26.1 t at 20 km/h
11.1 t
3,000 mm
± 55°



HIGH TRANSPORT
FLEXIBILITY



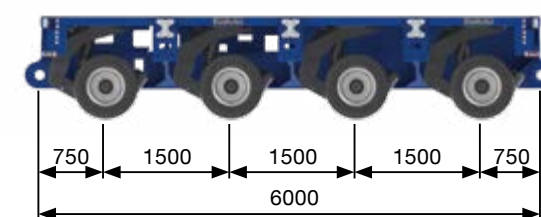
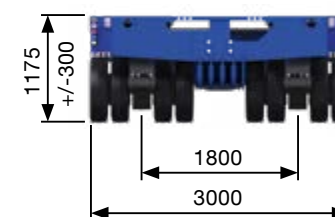
PENDULAR AXLE
WITH BALL BEARING
RACE RING



UNIVERSALLY
COMBINABLE



HEAVY-DUTY MODULES
(TOWED)



**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

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 utilisation

TECHNICAL FEATURES

- + Twin tires
- + Axle load
- + Dead weight (4-axes)
- + Vehicle width
- + Maximum steering angle
- + Optional: Split version

215/75 R 17.5
45 t at 1 km/h
13.85 t
3,000 mm
± 55°



AXLE LOAD OF UP
TO 45 T



PENDULAR AXLE
WITH BALL BEARING
RACE RING



UNIVERSALLY
COMBINABLE

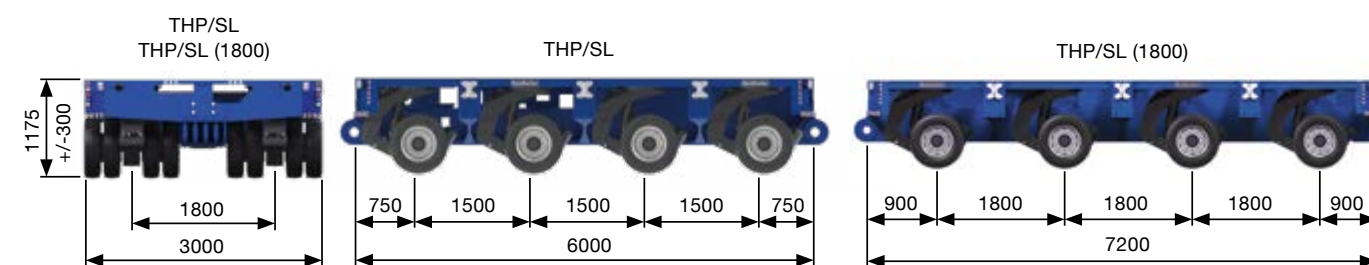


HEAVY-DUTY MODULES
(TOWED)



FLEXIBLY COMBINABLE

Transport of a steel tower segment for an offshore wind turbine on a 22-axe THP/SL combination.



»ADDRIVE« EFFICIENCY MONSTER

YOUR BENEFITS

- ✓ Highest tractive force per driven axle line
- » Maximum traction support and climbing ability for the entire combination
- ✓ Mechanical drive system can be 100% disengaged
- » Almost no wear and tear in towed mode and prevention of heat generation
- ✓ Use in various driving modes (push assistance, towed, self-propelled and combined)
- » Maximum flexibility for the fleet Multi-combination coupling
- ✓ Universal coupling system
- » Can be combined with various heavy-duty modules from Goldhofer

TECHNICAL FEATURES

- + Twin tires
 - + Axle load
 - + Dead weight (4-axes)
 - + Traction force
 - + Vehicle width
 - + Maximum steering angle
- | |
|------------------------|
| 215/75 R 17.5 |
| 36 t at 5 km/h |
| 15.3 t |
| 126 kN |
| (per driven axle line) |
| 3,000 mm |
| ± 55° |



**FLEXIBILITY IN
ACTION**



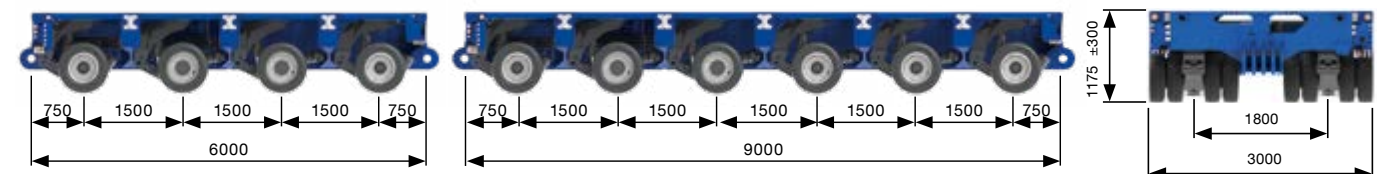
**TRACTION UNIT
SUPPORT**



**DISENGAGING OF
THE AXLE**



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



»ADDRIVE« 2.0

Even more performance than its predecessor: »ADDRIVE« 2.0 supports the traction unit up to a maximum speed of 50 km/h, the driven axle is then automatically disengaged. Furthermore it is possible to engage the driven axles while driving. Up to four driven axle lines are available for higher traction force and even more power in action.



- + Dual tires
- + Axle load
- + Dead weight (6 axles)

215/75 R 17.5
36 t at 5 km/h
24.5 t



PST/SL KEEP GOING WHEN THE GOING GETS TOUGH

YOUR BENEFITS

- ✓ Extremely high traction force per driven axle line
- » Maximum incline capability for specific transport tasks less driven axle lines necessary
- ✓ Components from premium manufacturers
- » Fast and simple in operation plus high availability even under the most extreme conditions
- ✓ Combinable with THP/SL and PST/SL-E
- » More flexible fleet management

TECHNICAL FEATURES

- | | | |
|---|--|----------------|
| + | Twin tires | 215/75 R 17.5 |
| + | Axle load | 45 t at 1 km/h |
| + | Dead weight (4-axles) | 15.1 t |
| + | Traction force
(per driven axle line) | 200 kN |
| + | Maximum steering angle | ± 55° |
| + | Vehicle width | 3,000 mm |



**HIGH BENDING
MOMENT**



**DIVERSABLE POSSIBLE
COMBINATIONS**

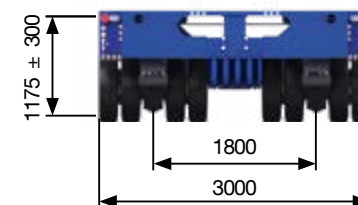


**HEAVY-DUTY MODULES
(SELF-PROPELLED)**

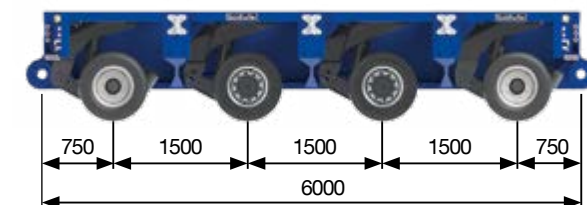


OPTIONAL: »SPEEDRIVE«

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 80 km/h (taking into account country-specific regulations). By activating the drive unit, the load can be positioned at its destination with highest precision 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.



PST/SL



PST/SL-E THE ALL-ROUNDER

YOUR BENEFITS

- ✓ Extremely high bending moment
- » Best possible safety margin, even with extreme loads
- ✓ Very low loading height
- » Reduction of the height of the center of gravity for increased safety
- ✓ Use of standard tires
- » High availability globally and lower operational costs

TECHNICAL DATA

- | | | |
|---|------------------------------|----------------|
| + | Twin tires | 215/75 R 17.5 |
| + | Axle load | 45 t at 1 km/h |
| + | Dead weight (4-axles) | 17.1 t |
| + | Electronic multiway steering | ± 135° |
| + | Traction force | 180 kN |
| | (per driven axle line) | |



**EXTREMELY
ROBUST VEHICLE
FRAME**



**ELECTRONIC
SYNCHRONIZATION**



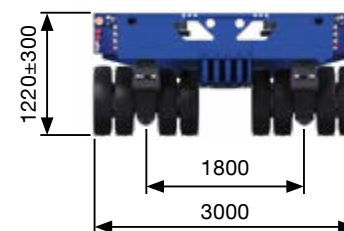
**VARIOUS
COMBINATION
POSSIBILITIES**



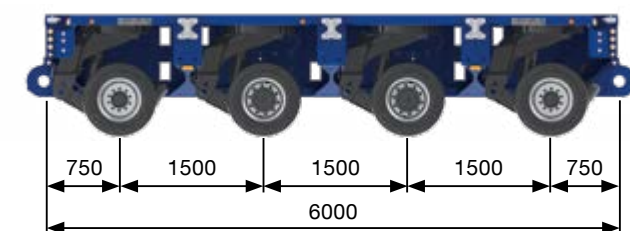
**HEAVY-DUTY MODULES
(SELF-PROPELLED)**



PST/SL-E in use



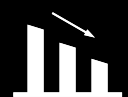
PST/SL-E



PST/ES-E STABLE PERFORMANCE

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 $\pm 135^\circ$
- » 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



**LOW INVESTMENT
COSTS**



**LOW MAINTENANCE
VEHICLE DESIGN**



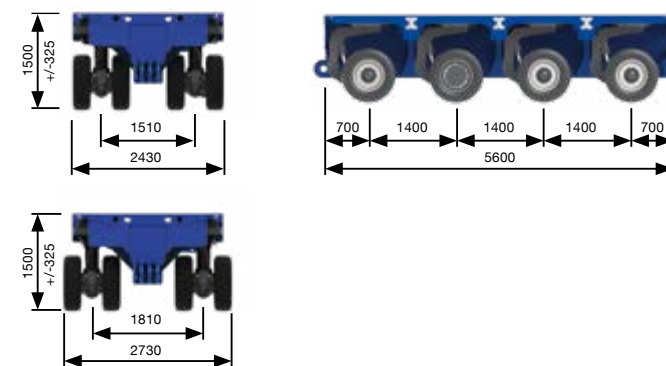
**AXLE LOADS UP
TO 60 T**



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



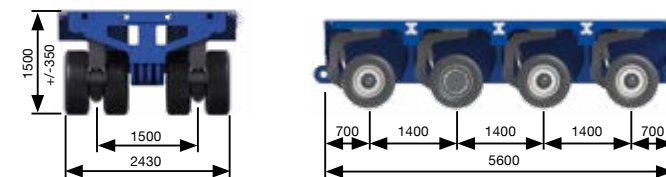
PST/ES-E (285)



TECHNICAL FEATURES

- + Single tire 285/70 R 19.5
- + Axle load 40 t at 0.4 km/h
- + Dead weight (4-axes) 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)



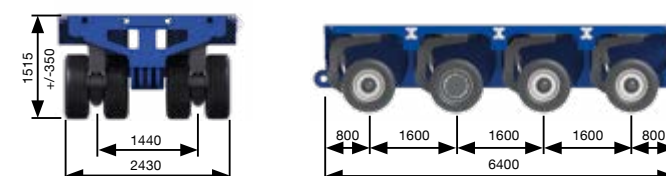
TECHNICAL FEATURES

- + Single tire 315/60 R 22.5
- + Axle load **48,8 t at 1 km/h**
60 t at 1 km/h
- + Dead weight (4-axes) 16.9 t
- + Traction force (per driven axle line) 153 kN
- + Vehicle width 2,430 mm

NEW: PST/ES-E (315) with 60 t axle load

- » Air-inflated standard tires with no mileage restrictions
- » No Polyfill & TPMS needed

PST/ES-E (385)



TECHNICAL FEATURES

- + Single tire 385/55 R 22.5
- + Axle load 60 t at 1 km/h
- + Dead weight (4-axes) 20.6 t
- + Traction force (per driven axle line) 160 kN
- + Vehicle width 2,430 mm

CONTACT TRANSPORT TECHNOLOGY

GOLDHOFER AKTIENGESELLSCHAFT

Donaustrasse 95, 87700 Memmingen/Germany
Telephone: +49 8331 15-0
Web: www.goldhofer.com, E-Mail: info@goldhofer.com

SALES

Telephone Sales Europe: +49 8331 15-341
Telephone Sales International: +49 8331 15-342
E-Mail: sales-transport@goldhofer.com

SERVICES AND SPARE PARTS

Technical Support:
Telephone: +49 8331 15-400
E-Mail: service-transport@goldhofer.com

Spare Parts:
Telephone: +49 8331 15-971
E-Mail: parts@goldhofer.com