

Goldhofer



NORTH AMERICA



HEAVY-DUTY MODULES (TOWED & SELF-PROPELLED)



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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 Goldhofer Inc. 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

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 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



TRANSPORT ENGINEERING

- » Software programs for transport project management
- » Transport support through service engineering

SPARE PARTS

- » Fast availability
- » Local spare parts stock
- » Online electronic spare parts catalogue

REPAIRS

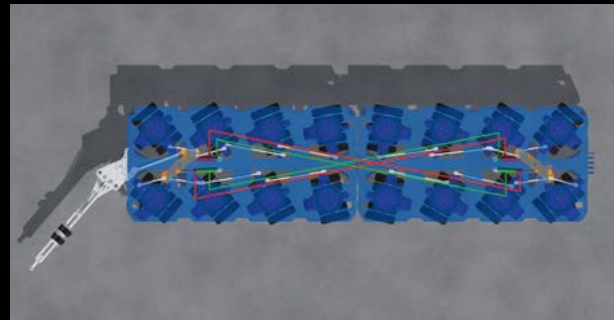
- » Maintenance and repair works
- » Workshop vehicles
- » In-house repair shop

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.

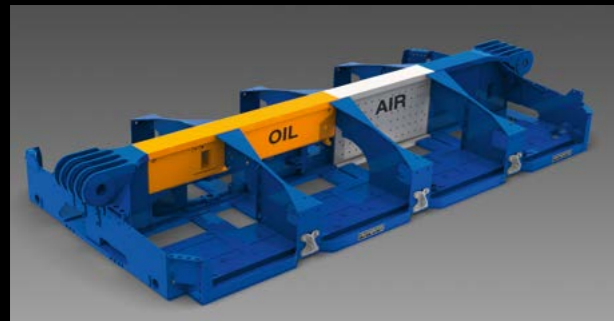
FRAME, STEERING AND DRIVE



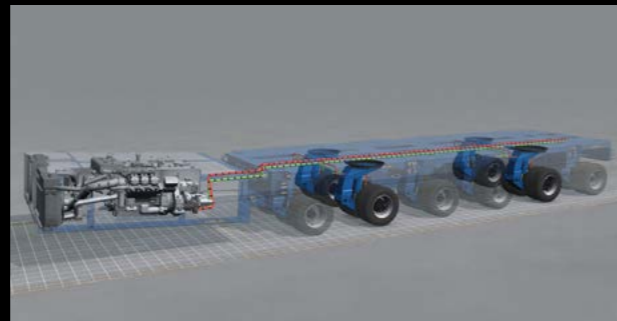
» Hydromechanical steering



» Electronic multiway steering



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

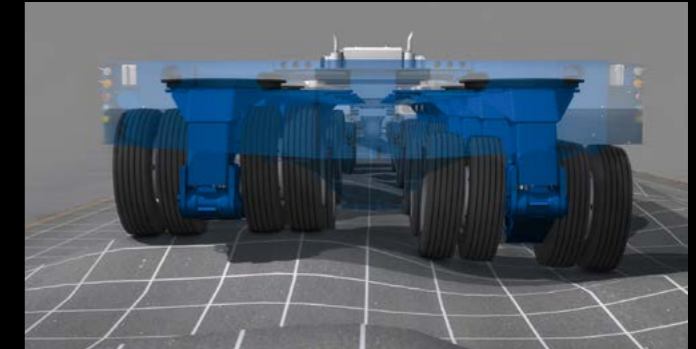


» Hydrostatic drive

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 Haul 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 equipment – 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.

Goldhofer's 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.



THP/DC MAXIMUM FLEXIBILITY ON THE ROAD

For haul 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.



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THP/HL THE ORIGINAL

The high axle loads and the extreme bending moment offer open up a wide range of possible applications, especially when it comes to heaviest cargos in uneven terrain. THP/HL is 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 modules can not only be pulled by truck, but also combined with the Goldhofer self-propelled PST modules to ensure maximum flexibility.



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THP/DC THE SOLUTION FOR EXTREME CHALLENGES

YOUR BENEFITS

- ✓ Widening under load without changing steering rods
- » Reduced transport time
- ✓ Operation via wireless remote control
- » Quick and safe adaption to different driving situations
- ✓ New ideas combined with proven ball bearing race ring
- » Low maintenance and long service life

TECHNICAL FEATURES

- + Twin tires 245/70 R 17.5
- + Axle load 52,900 lbs at 20 mph [24 t at 32 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° [in all driving heights]



WIDENING UNDER LOAD



REMOTE CONTROL OPERATION



OPERATING WIDTHS 14'-20' [4,200-6,100 MM]

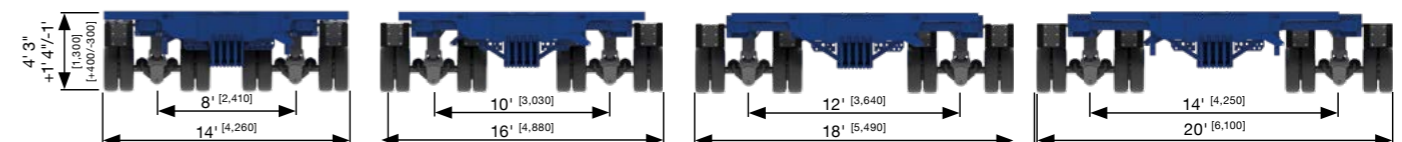


HEAVY-DUTY MODULES (TOWED)



SAFETY FIRST

With its underfloor lighting, the THP/DC offers added safety to your transport team at night and user-friendliness as you can see exactly what is happening around your trailer.



THP/HL NOTHING IS TOO HEAVY

YOUR BENEFITS

- ✓ Detachable wheel sets and wider tires
- » To meet the different requirements on public roads
- » High bending moment
- » Enables transport of heavy and compact cargos, even with longer combinations
- » Combination with PST/SL and PST/SL-E
- » High flexibility for various transport requirements

TECHNICAL FEATURES

- + Twin tires 245/70 R 17.5
- + Vehicle width 10' 6" [3,200mm]
- + Maximum steering angle ± 55°
- + Axle load 99,000 lbs at 0.6 mph [45 t at 1 km/h]
- + Dead weight (4 axles) 31,700 lbs [14.4 t]



UNIVERSALLY
COMBINABLE



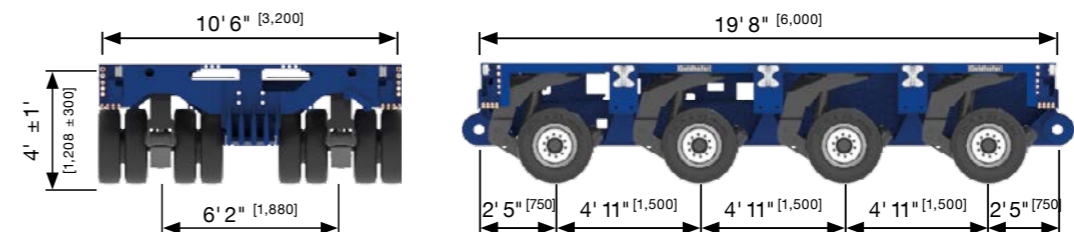
DETACHABLE
WHEEL SETS



HIGH BENDING
MOMENT



HEAVY-DUTY MODULES
(TOWED)



THP/DC

TECHNICAL DATA

THP/DC	
Tires	Twin tires 245/70 R 17.5
Axle load	52,900 lbs at 20 mph [24 t at 32 km/h]
Dead weight (4-axles)	4' 3" (+1' 4"/-1') [1,300 mm (+400/-300)]
Loading deck width	14'-20' [4,260-6,100 mm]
Vehicle width	14' [4,260 mm]
Axle spacing	9' 1" [2,770 mm]
Maximum steering angle	± 60°
Number of axles	2-4

+ ACCESSORIES AND OPTIONS

TOWING EQUIPMENT AND GOOSENECKS	+ Swivel arm + 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] + Gooseneck 77,100 lbs [35 t]
GENERAL ACCESSORIES	+ Diesel hydraulic power pack + "easyCONTROL" for manual steering + Working lights under the loading platform + ALCOA aluminum rims with Durabright finish + Threaded bushings for load securing
LOADING EQUIPMENT	+ Drop decks + Vessel decks + Excavator decks + Intermediate deck + Spacer
TURNTABLE	+ 440,000 lbs [200 t]
TOWER ADAPTER	+ RA 4
HIGH GIRDER BRIDGE	+ »FAKTOR« 5

THP/HL

TECHNICAL DATA

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

+ ACCESSORIES AND OPTIONS

TOWING EQUIPMENT AND GOOSENECKS	+ Steering swivel arm for single widths + 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] + Gooseneck 57,300 lbs [26 t], 77,100 lbs [35 t], 99,200 lbs [45 t] and 114,600 lbs [52 t]
GENERAL ACCESSORIES	+ Diesel hydraulic power pack + Gasoline hydraulic power pack + Operation panel + Cable/radio remote controls
LOADING EQUIPMENT	+ Drop decks + Vessel decks + 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 (all generations)
TOWER ADAPTER	+ RA 2 + RA 3 + RA 4
HIGH GIRDER BRIDGE	+ »FAKTOR« 5 + »FAKTOR« 5.5

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

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.



THP/SL-L 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.



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THP/SL 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.



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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 215/75 R 17.5
- + Axle load 57,500 lbs at 12mph [26.1t at 20 km]
- + Dead weight (4-axes) 24,400 lbs [11.1t]
- + Vehicle width 9' 10" [3,000 mm]
- + Maximum steering angle ± 55°
- + Optional: Split version



HIGH TRANSPORT FLEXIBILITY



PENDULAR AXLE WITH BALL BEARING RACE RING



UNIVERSALLY COMBINABLE

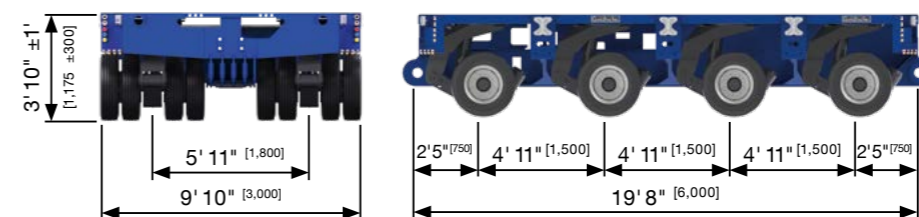


HEAVY-DUTY MODULES (TOWED)



THP/SL-L 7 (3+4) WITH VESSEL DECK

Combination example: All vehicles of the SL-Family can be combined with a comprehensive modular accessory system.



THP/SL-L

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 road and off road
- ✓ Efficient add-on for self-propelled heavy-duty modules
- » Economical solution for increasing the payload and maximum utilisation

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-axes) 30,500 lbs [13.85 t]
- + Vehicle width 9' 10" [3,000 mm]
- + Maximum steering angle ± 55°
- + Optional: Split version



**AXLE LOAD OF UP
TO 99,000 LBS** [45 T]



**PENDULAR AXLE
WITH BALL BEARING
RACE RING**



**UNIVERSALLY
COMBINABLE**

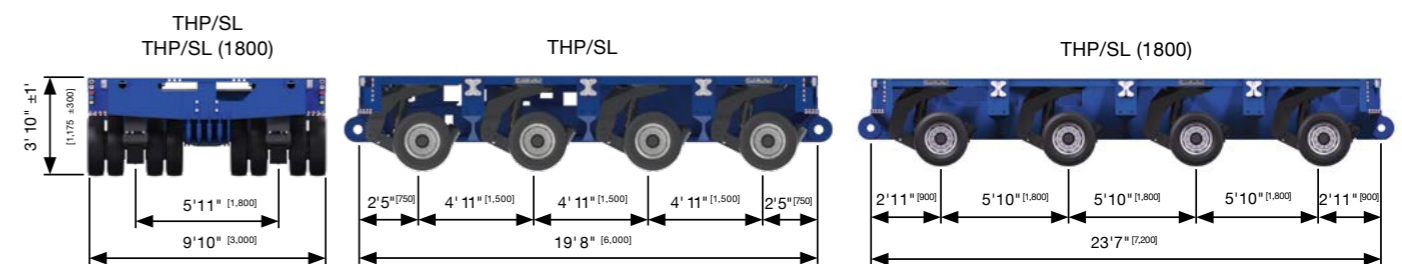


**HEAVY-DUTY MODULES
(TOWED)**



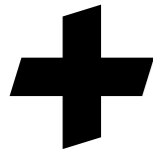
FLEXIBLY COMBINABLE

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



THP/SL

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THP/SL-L | THP/SL

ACCESSORIES AND OPTIONS

TOWING EQUIPMENT AND GOOSENECKS	<ul style="list-style-type: none"> + 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] + Gooseneck 57,300 lbs [26 t], 77,100 lbs [35 t], 99,200 lbs [45 t] and 114,600 lbs [52 t]
GENERAL ACCESSORIES	<ul style="list-style-type: none"> + Diesel hydraulic power pack + Gasoline hydraulic power pack + Operation panel + Cable/radio remote controls
LOADING EQUIPMENT	<ul style="list-style-type: none"> + Drop decks + Vessel decks + Excavator decks + Intermediate spacers + Spacer
TURNTABLE	<ul style="list-style-type: none"> + 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	<ul style="list-style-type: none"> + FTV (all generations)
TOWER ADAPTER	<ul style="list-style-type: none"> + RA 2 + RA 3 + RA 4
HIGH GIRDER BRIDGE	<ul style="list-style-type: none"> + »FAKTOR« 5 + »FAKTOR« 5.5

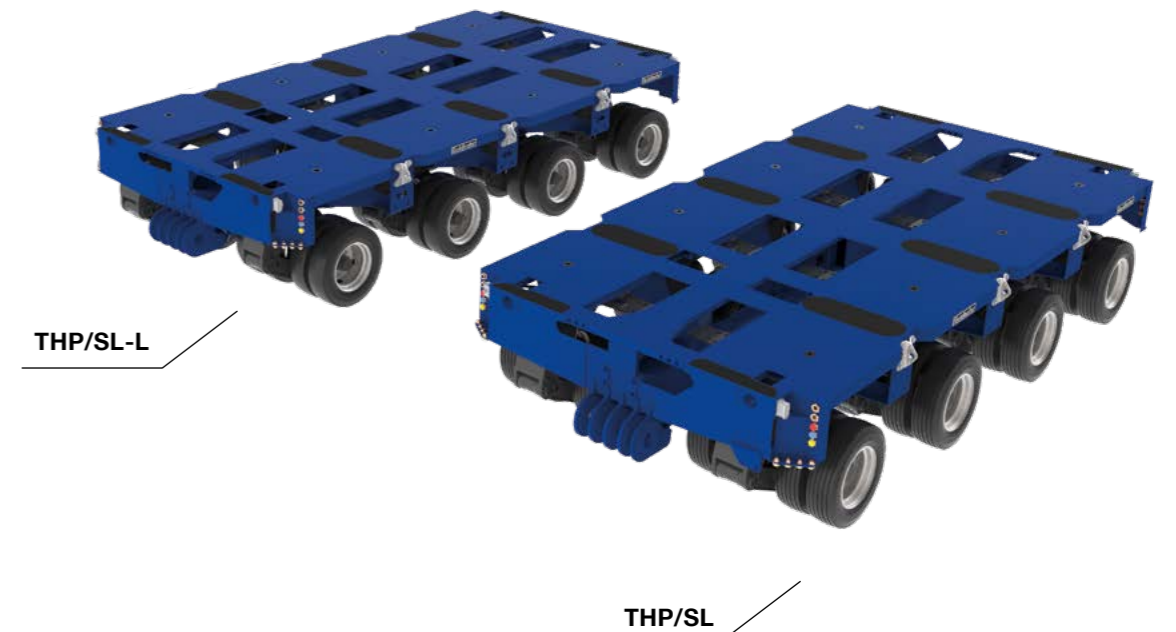
[1] 1,323,000 lbs [600 t] turntables for double width combination only



THP/SL-L | THP/SL

TECHNICAL DATA

	THP/SL-L	THP/SL
Tires	Twin tires 215/75 R 17,5	Twin tires 215/75 R 17,5
Axle load	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]
Dead weight (4-axles)	24,400 lbs [11.1 t]	30,500 lbs [13.85 t]
Vehicle width	9' 10" [3,000 mm]	9' 10" [3,000 mm]
Axle spacing	4' 11" [1,500 mm]	4' 11" [1,500 mm] 5' 11" [1,800 mm]
Maximum steering angle	± 55°	± 55°
Number of axles	2-8	2-8



THP/SL-L

THP/SL



TOO LONG, TOO WIDE, TOO HEAVY? NO WAY!

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.

»ADDRIVE« EFFICIENCY MONSTER

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



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PST/SL GETS GOING WHEN THE GOING GETS TOUGH

More performance with the mechanically steered PST/SL: Due to its enormous traction force, even the heaviest loads are light work to move.



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»ADDRIVE« EFFICIENCY MONSTER

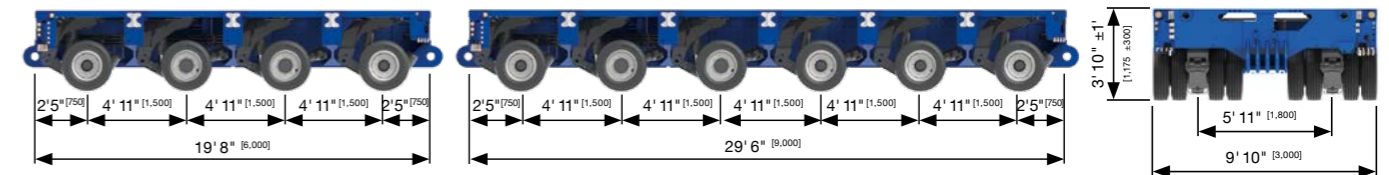


YOUR BENEFITS

- ✓ 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 215/75 R 17.5
- + Axle load 79,400 lbs at 3 mph [36 t at 5 km/h]
- + Dead weight (4-axes) 33,700 lbs [15.3 t]
- + Traction force 28,300 lbf [126 kN] (per driven axle line)
- + Vehicle width 9'10" [3,000 mm]
- + Maximum steering angle ± 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 31 mph [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 215/75 R 17.5
- + Axle load 79,400 lbs at 3 mph [36 t at 5 km/h]
- + Dead weight (6 axles) 54,000 lbs [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
 - + Axle load
 - + Dead weight (4-axes)
 - + Traction force
 - + Maximum steering angle
 - + Vehicle width
- | | | |
|--|------------------------|------------------|
| | 215/75 R 17.5 | |
| | 99,000 lbs at 0.6 mph | [45 t at 1 km/h] |
| | 33,300 lbs | [15.1 t] |
| | 44,900 lbf | [200 kN] |
| | (per driven axle line) | |
| | ± 55° | |
| | 9' 10" | [3,000 mm] |



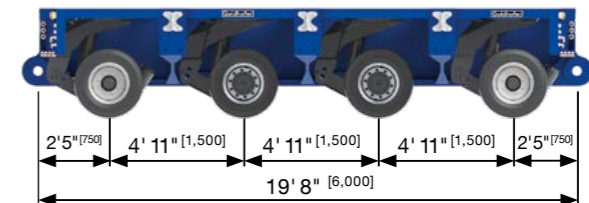
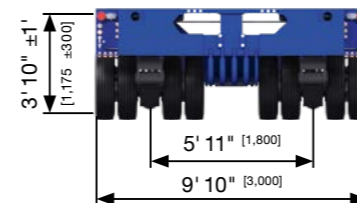
HIGH BENDING
MOMENT



DIVERSABLE POSSIBLE
COMBINATIONS



HEAVY-DUTY MODULES
(SELF-PROPELLED)





ACCESSORIES AND OPTIONS

»ADDRIE«



- + 207 kW / 280 PS
- + Width 9' 10" [3,000 mm]
- + Cummins (EU STAGE V / EPA TIER 4 FINAL)



- + 390 kW / 530 PS
- + Width 9' 10" [3,000 mm]
- + Deutz (EU STAGE V / EPA TIER 4 FINAL)



- + Radio remote

PST/SL



- + 207 kW / 280 PS
- + Width 8' [2,400 mm]
- + Cummins (EU STAGE V / EPA TIER 4 FINAL)



- + 390 kW / 530 PS
- + Width 8' / 9' 10" [2,400-3,000 mm]
- + Deutz (EU STAGE V / EPA TIER 4 FINAL)



- + E-PowerPack
- + 250 kW / 340 PS



- + Radio remote



- + Emergency cable remote (left)
- + Cable remote (right)



»ADDRIE« PST/SL

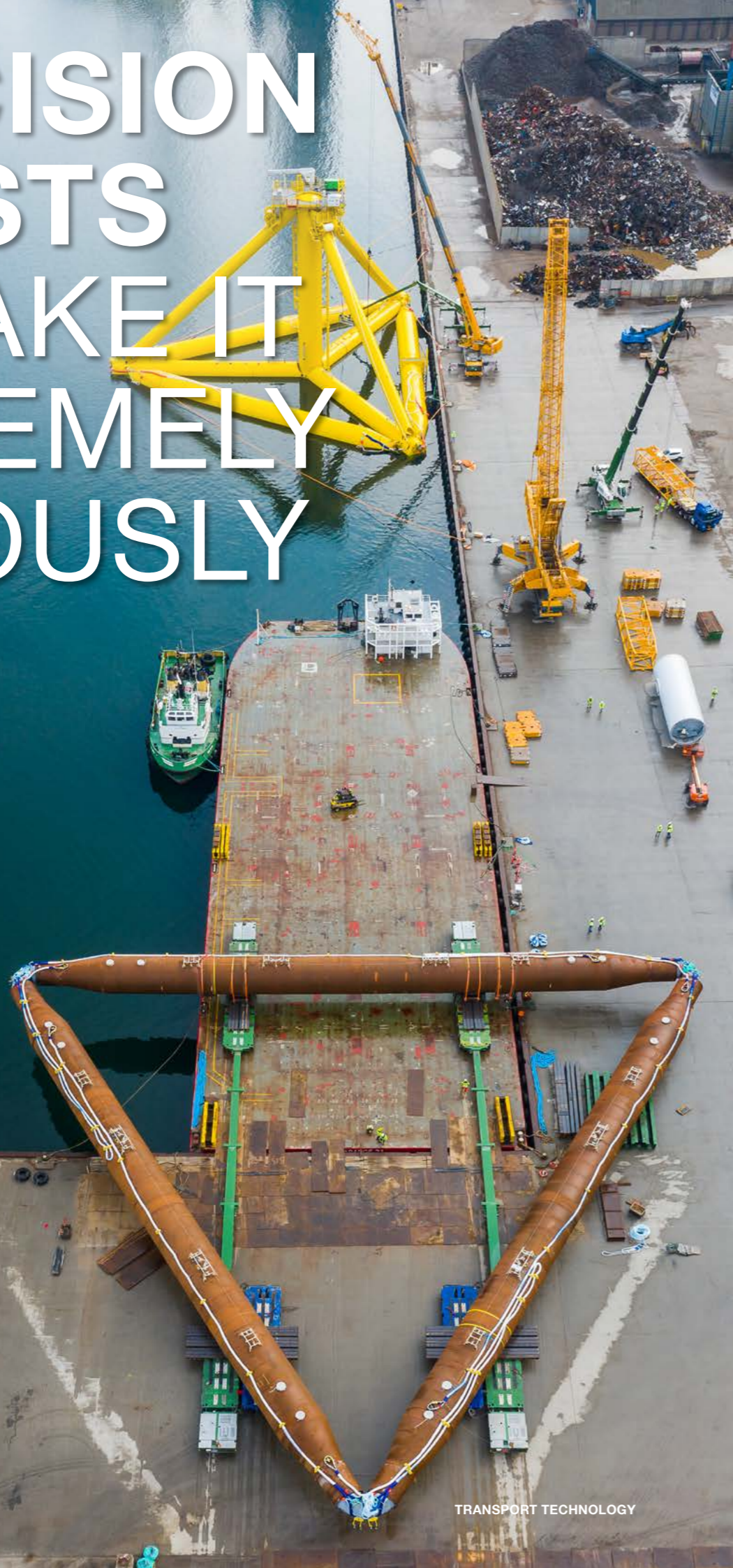
TECHNICAL DATA

	»ADDRIE«	PST/SL
Tires	Twin tires 215/75 R 17.5	Twin tires 215/75 R 17.5
Axle load	79,400 lbs at 3 mph <small>[36 t at 5 km/h]</small>	99,000 lbs at 0.6 mph <small>[45 t at 1 km/h]</small>
Axle compensation	1' 9" <small>[600 mm]</small>	1' 9" <small>[600 mm]</small>
Dead weight (4-axles)	33,700 lbs <small>[15.3 t]</small>	33,300 lbs <small>[15.1 t]</small>
Traction force (per driven axle line)	28,300 lbf <small>[126 kN]</small>	44,900 lbf <small>[200 kN]</small>
Vehicle width	9' 10" <small>[3,000 mm]</small>	9' 10" <small>[3,000 mm]</small>
Axle spacing	4' 11" <small>[1,500 mm]</small>	4' 11" <small>[1,500 mm]</small>
Maximum steering angle	± 55°	± 55°
Number of axles	4, 6	4, 6, 8



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.



PST/SL-E 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.



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PST/SL-E SPLIT WITH DRIVEN AXLES

The Goldhofer PST/SL-E split with driven axles offers an ideal solution for demanding transportation tasks. With enormous tractive force and electronic multi-way steering, it guarantees exceptional performance and maximum flexibility. Whether transporting rotor blades in the wind industry or

other heavy loads - the PST/SL-E split adapts perfectly to any challenge thanks to its versatile combination options. Maximum precision and safety are guaranteed even with extreme loads.



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PST/ES-E 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 8' [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.

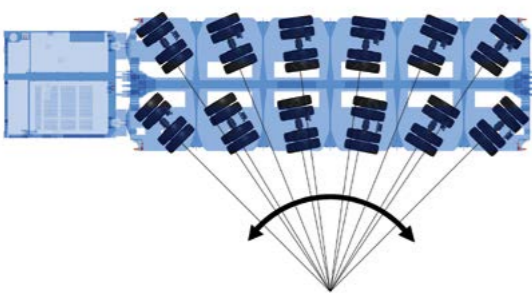


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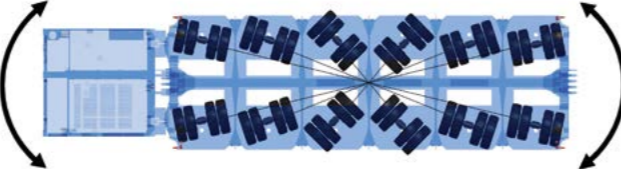
PST/SL-E | PST/ES-E

OVERVIEW OF STEERING PROGRAMS

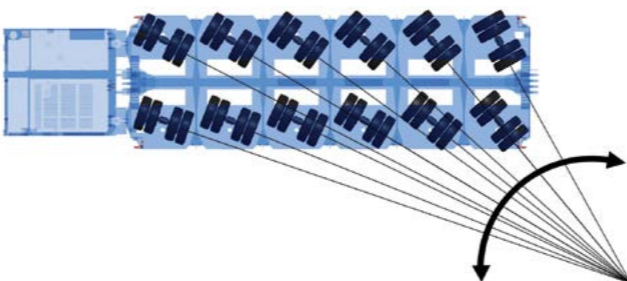
1. Counter steering



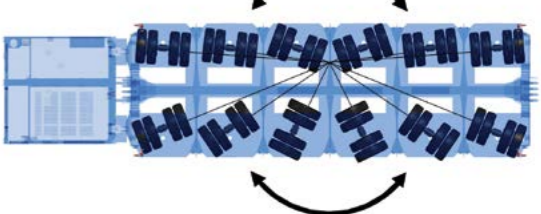
2. Carousel steering



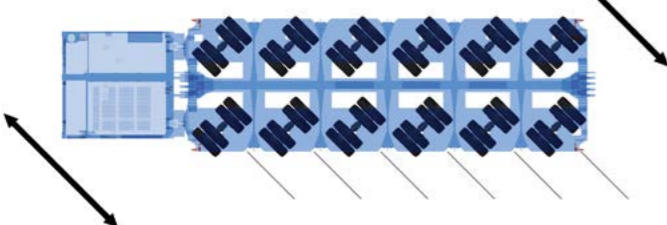
7. Transverse steering left/right



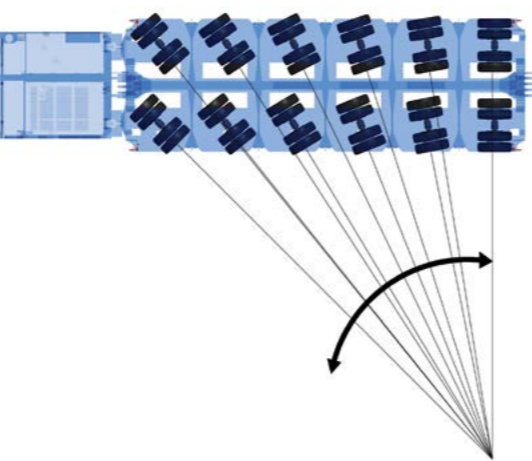
8. Carousel transverse steering



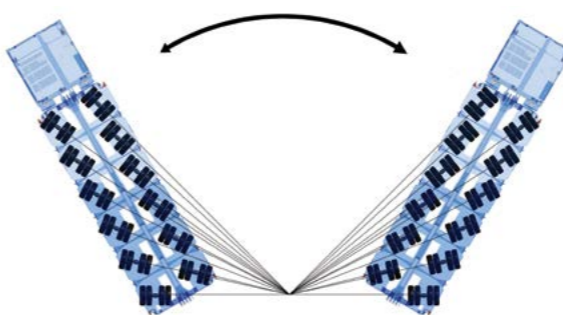
3. Crab steering



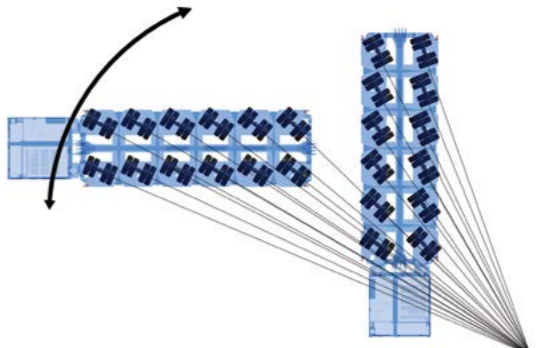
4. Front axle steering



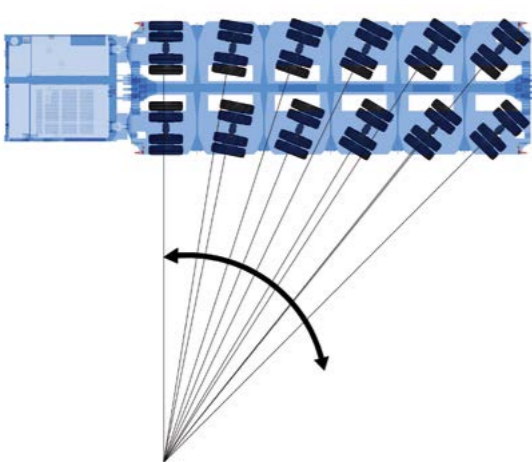
9. Angle combination



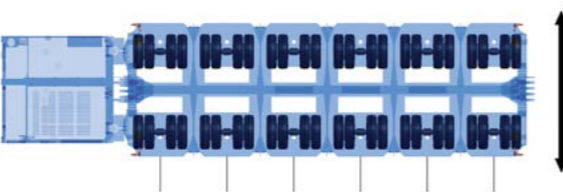
10. T-Combination



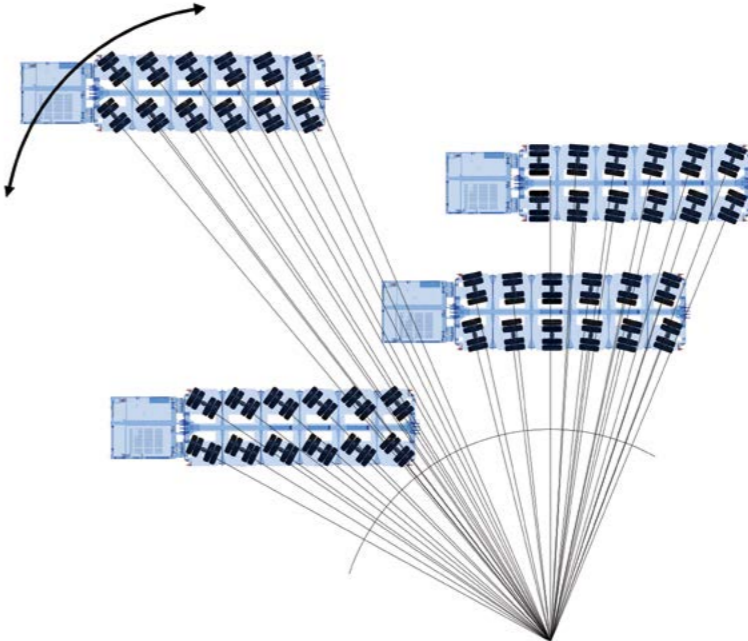
5. Rear axle steering



6. Transverse steering 90°



11. Free combination



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 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	40,400 lbf	[180 kN]
	<i>(per driven axle line)</i>	



**EXTREMELY
ROBUST VEHICLE
FRAME**



**ELECTRONIC
SYNCHRONIZATION**



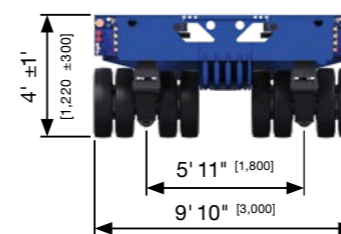
**VARIOUS
COMBINATION
POSSIBILITIES**



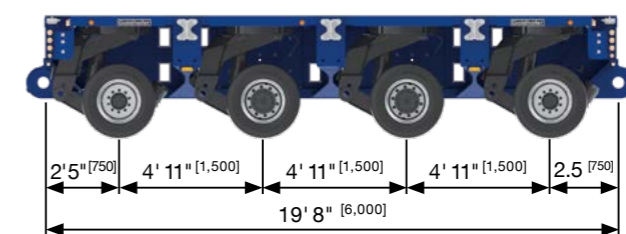
**HEAVY-DUTY MODULES
(SELF-PROPELLED)**



PST/SL-E in use



PST/SL-E



37

PST/SL-E SPLIT WITH DRIVEN AXLES

YOUR BENEFITS

- ✓ Various vehicle widths over 9' 10" [3,000mm]
- » Higher side stability and adaptability to different loading situations
- ✓ Split vehicle with driven axle lines
- » More traction force for the entire combination
- ✓ Vehicle can be used without restriction in 9' 10" [3,000mm] width
- » Most flexible product for the vehicle fleet

TECHNICAL FEATURES

- + Twin tires
- + Axle load 99,200 lbs at 0.6 mph [45 t at 1 km/h]
- + Dead weight 39,700 lbs [18.4 t]
- + Electronic multiway steering $\pm 135^\circ$
- + Traction force 40,400 lbf [180 kN] (per driven axle line)



VARIOUS VEHICLE WIDTHS



SPLIT MODULE WITH DRIVEN AXLE



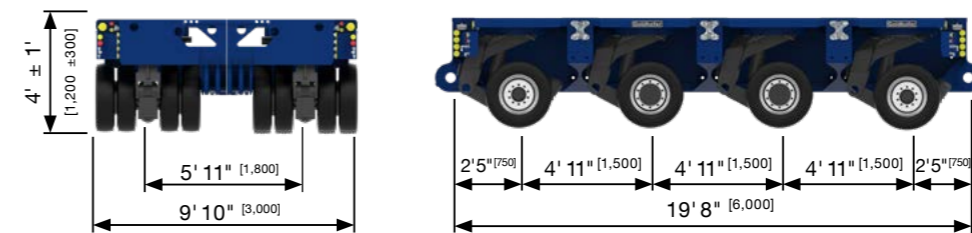
FULLY COMBINABLE WITH SL FAMILY



HEAVY-DUTY MODULES (SELF-PROPELLED)



ALSO AVAILABLE AS A 6-AXLE VERSION



FURTHER APPLICATIONS



Parallel combination P (1 + 1/2)



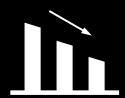
Parallel combination P (1/2 + 1/2)



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 8' [2,430 mm] for flat rack shipping



LOW INVESTMENT COSTS



LOW MAINTENANCE VEHICLE DESIGN



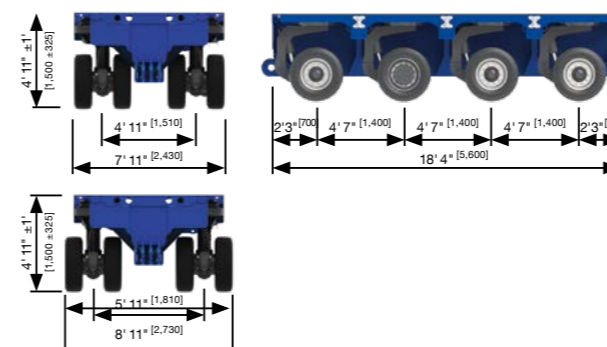
AXLE LOADS UP TO 132,000 LBS [60 T]



HEAVY-DUTY MODULES (SELF-PROPELLED)



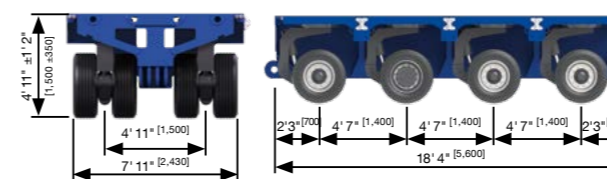
PST/ES-E (285)



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-axes) 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]

PST/ES-E (315)



TECHNICAL FEATURES

- + Single tire 315/60 R 22.5
- + Axle load **107,500 lbs at 0.6 mph** [48.8 t at 1 km/h]
132,000 lbs at 0.6 mph [60 t at 1 km/h]
- + Dead weight (4-axes) 37,200 lbs [16.9 t]
- + Traction force (per driven axle line) 34,000 lbf [153 kN]
- + Vehicle width 8' [2,430 mm]

NEW: PST/ES-E (315) with 132,000 lbs axle load

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



PST/SL-E | PST/ES-E

ACCESSORIES AND OPTIONS

GENERAL ACCESSORIES



+ Radio remote

+ Emergency cable remote

+ Cable remote

POWERPACKS



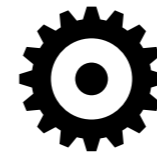
+ 207 kW/280 PS
 + Width 8' [2,400 mm]
 + Cummins
 (EU STAGE V/EPA TIER 4 FINAL)

+ 390 kW/530 PS
 + Width 7' 10" [2,400 mm]
 + Deutz
 (EU STAGE V/EPA-TIER 4 FINAL)

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



+ E-PowerPack
 + 250 kW/340 PS



PST/SL-E | PST/ES-E

TECHNICAL DATA

	PST/SL-E	PST/ES-E (285)	PST/ES-E (315)
Tires	Dual tires 215/75 R 17.5	Single tire 285/70 R 19.5	Single tire 315/60 R 22.5
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]	107,500 lbs at 0.6 mph [48.8 t at 1 km/h] 132,000 lbs at 0.6 mph [60 t at 1 km/h]
Axle compensation	1' 9" [600 mm]	2' 1" [650 mm]	2' 3" [700 mm]
Dead weight (4-axle)	37,600 lbs [17.1 t]	36,500 lbs [16.6 t]	37,000 lbs [16.9 t]
Traction force (per driven axle line)	40,400 lbf [180 kN]	36,400 lbf [162 kN]	34,000 lbf [153 kN]
Vehicle width	9' 10" [3,000 mm]	8' width extendable up to 9' [2,430 mm/2,730 mm]	8' [2,430 mm]
Axle spacing	4' 11" [1,500 mm]	4' 7" [1,400 mm]	4' 7" [1,400 mm]
Electronic multiway steering	± 135°	± 135	± 135
Number of axles	4, 6, 8	3, 4, 6, 8	3, 4, 6, 8



PST/ES-E

PST/SL-E



WIND ENERGY COMPONENTS TRANSPORTED SAFELY

As wind turbines become increasingly powerful and larger in size, transporting their components to construction sites often requires navigating tight curves and developed areas. Our transport systems, which can be combined with towed or self-propelled heavy-duty modules, ensure efficient and cost-effective delivery — no matter how narrow the path may be.

FTV 930

SAFE, TESTED AND PROVEN HUNDREDS OF TIMES

Goldhofer's FTV takes the progressive development of wind turbines into account. Both are able to accommodate even the largest rotor blades. The ingenious FTV has already proven itself hundreds of

times in practical situations for the transport of the latest rotor blade generations and easily masters them.



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RA 2 | RA 3 | RA 4

SUITABLE FOR EVERY SEGMENT

Our Tower adapters with up to 397,000 lbs^[180t] 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"^[3,000mm] in height.



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»FAKTOR« 5 | »FAKTOR« 5.5

FOR THE HEAVIEST LOADS

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 infrastructure e.g. on bridges and

otherload-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.



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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	12'1"	[3,700 mm]
+ Dead weight	43,200 lbs	[19.6 t]
+ Ballast weight	39,700 lbs	[18 t]
+ Load moment	930 mt	



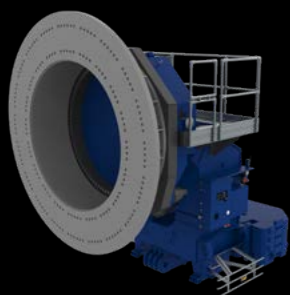
**SAFE AND RELIABLE
OPERATION**



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.

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 2 x 110,000 lbs [2x50 t]
- + Internal flange (diameter) 6'-17' [1,850-5,170 mm]
- + External flange (diameter) 5' 4"-16' [1,620-4,910 mm]
- + Insertable internal tube for tower diameter up to
internal flange 20'9" [6,330 mm]
external flange 19'2" [5,850 mm]
- + Direct coupling with THP Modular Trailers
- + Alternatively usable with free-turning device
- + Swing clearance radius with FTD 16'2" / 18'8" / 21'4" [4,900 mm / 5,700 mm / 6,500 mm]

RA 2-110

- + Maximum payload 2 x 132,000 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]
- + Insertable extensions for tower diameter up to
internal flange 20'2" [6,180 mm]
external flange 22'4" [6,810 mm]
- + Direct coupling with THP Modular Trailers
- + Alternatively usable with free-turning device
- + Swing clearance radius with FTD 16'2" / 18'8" / 21'4" [4,900 mm / 5,700 mm / 6,500 mm]



TOWER ADAPTER

RA 3-100



TECHNICAL DATA

- + Maximum payload (depending on combination) 2x110,000 lbs [2x50 t]
- + Inner flange (diameter) (optional up to 20'8" [6,300 mm]) 8'-18' [2,450-5,490 mm]
- + Outer flange (diameter) 7'8"-16'9" [2,330-5,100 mm]
- + Swing clearance radius 13'9" / 16'2" / 18'8" / 20' / 21'4" [4,200 mm / 4,900 mm / 5,700 mm / 6,100 mm / 6,500 mm]
- + Support cylinder for chassis with 1'11" [600 mm] of stroke

RA 4



TECHNICAL DATA

- + 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

»FAKTOR« 5

»FAKTOR« 5.5

FOR THE HEAVIEST LOADS

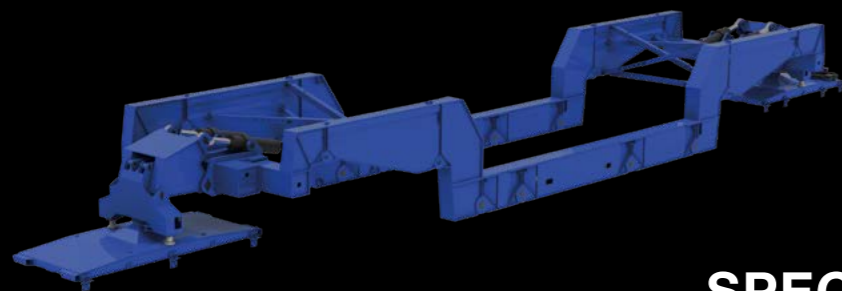
YOUR BENEFITS

- ✓ Unique ratio between payload and dead weight
- » Compact transport system customized to utilization conditions
- ✓ Tried and tested, safe transport solution
- » High availability even under the most extreme conditions
- ✓ Simple mobilization and shipping
- » Economic delivery to the desired location

TECHNICAL FEATURES

	»FAKTOR« 5	»FAKTOR« 5.5
+ Payload <i>(depending on combination)</i>	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*	2x12 AL to 2x 20 AL	2x10 AL to 2x16 AL
+ Beam lateral beam, vessel bridge		

* Thereby payload alteration



SPECIAL APPLICATIONS



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.





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