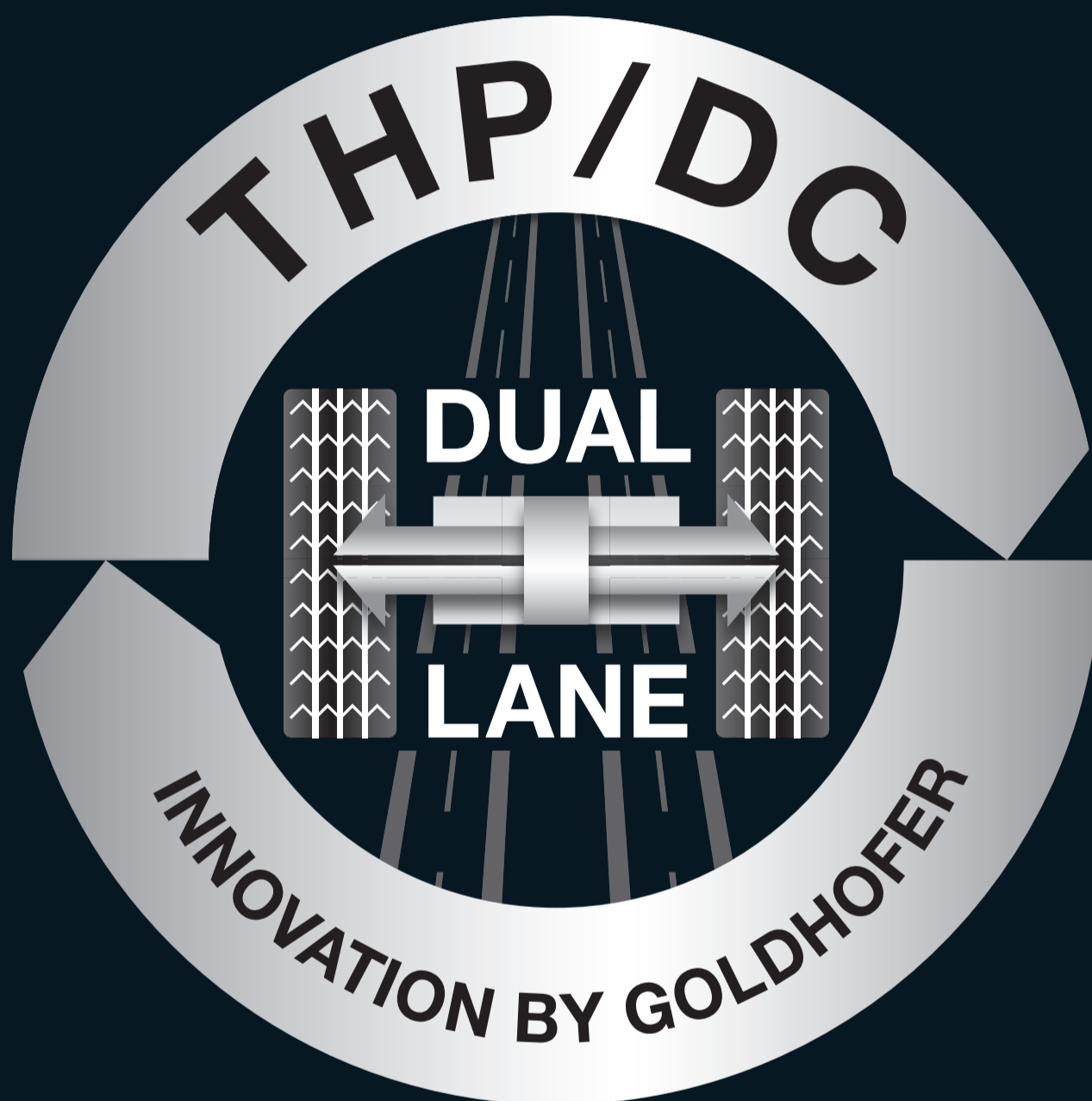


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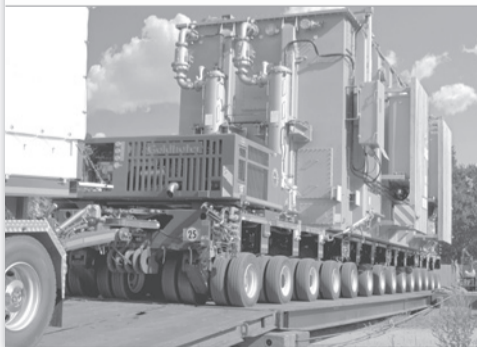
Conexpo  
2017

Goldhofer



## 02 »ADDRIVE«

Power your fleet



## 03 STZ-P 9

Triple tridem



## 04 THP/DC

The innovation



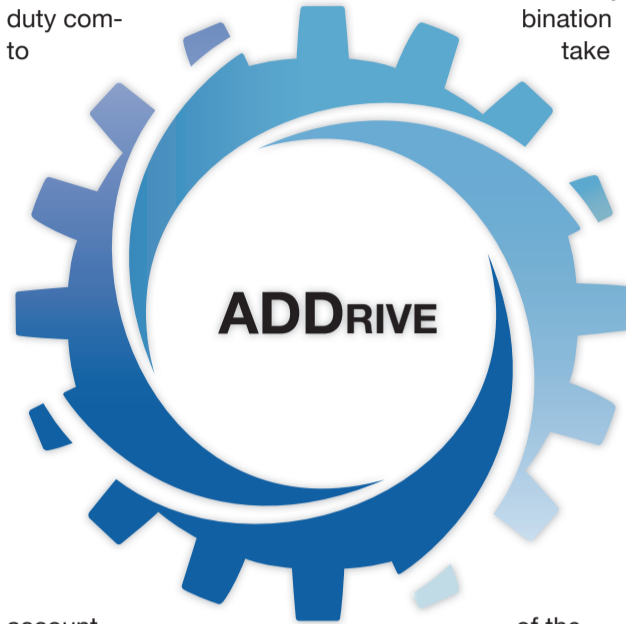


# 20 THP/ADD UNITS DELIVERED SINCE BAUMA 2016 WASEL DELIGHTED WITH FIRST »ADD<sub>DRIVE</sub>« TRANSPORT

In the few months since the bauma 2016 trade fair in Munich, Goldhofer has already delivered 20 units of the THP/ADD »ADD<sub>DRIVE</sub>« to transport companies around the world. One 4-axle heavy-duty module, for example, was bought by the Wasel company headquartered in Bergheim, Germany. To transport a 15.7ft (4.8m) wide and 14.8ft (4.5m) high transformer weighing 638,000lbs (290t) from Bad Honnef to Ibbenbüren, the heavy-haulage specialists sent the latest addition to their fleet on its maiden journey. The »ADD<sub>DRIVE</sub>« combines the benefits of a towed module with those of a self-propelled modular transporter in terms of tractive force, speed, flexibility and economics. Goldhofer's »ADD<sub>DRIVE</sub>« is designed as a heavy-duty module with switchable drive, i.e. the drive unit switches off automatically after reaching a speed of 9.4mph (15km/h) and the vehicle can subsequently be driven as a normal heavy-duty module. The disconnect separates the motor from the wheel and so prevents the drive from overheating. To handle gradients, the »ADD<sub>DRIVE</sub>« is simply activated again to obtain full tractive power from the system. That avoids the need for an additional towing tractor or pusher.

The first challenge on the journey was driving onto the pontoon from the ramp in Bad Honnef, where the 14-axle heavy-duty module with the 638,000lbs (290t) transformer had to handle a combination of a bend and steep slope. The pontoon then carried its cargo on the Rhine and the Mittellandkanal as far as Recke for the roll-off. Because of the length of the pontoon, it had to dock at an angle to the quay, but that had no influence on unloading. With the help of a towing tractor, the

huge load was gradually driven off the pontoon, with the boat's crew continually adjusting the ballast. After a good four hours of painstaking work, unloading was complete and the colossus was again on dry land. As the next step, the Wasel team added a further four axles to create an 18-axle heavy-duty combination take



account maximum of the permissible axle loads on the route ahead. Before the journey proper could begin, however, the »ADD<sub>DRIVE</sub>« had to put in a solo performance to handle the first bend, as there was too little space to hitch the heavy-duty module to the towing tractor. With its 280hp, the »ADD<sub>DRIVE</sub>« mastered

the situation with ease and maneuvered the module into position for the next leg of the journey. In the meantime, a support crew was already at work laying out steel plates to ensure adequate load bearing at critical points such as roundabouts and roadworks.

The rig, with just one towing tractor, set off punctually at 10 p.m. The gradient on the exit onto the main road was handled with the help of the »ADD<sub>DRIVE</sub>« and the convoy set off at about 9.4 miles per hour (15km/h). After exceeding the speed of 9.4mph (15km/h), the drive unit switched off automatically and the journey continued at a speed of approximately 15.6mph (25km/h). The power pack was also used for auxiliary steering and axle leveling, and the drive was activated for difficult passages requiring greater tractive power.

David Wandel – head of transport operations at Wasel – was clearly pleased to see the outstanding performance put in by the »ADD<sub>DRIVE</sub>« as the 880,000lbs (400t) colossus took the 2,630ft (800m) long slope. After that, there were a few bends and the confined space of some roadworks to negotiate, and then the convoy picked up speed again and reached its destination, a coal-fired power station in Ibbenbüren, right on time after covering a distance of 10.6mi (17km) by road. Ultimately, the smooth running of the operation was due to Wasel's precise planning and their crew's expertise and the use of an intelligent modular combination including a Goldhofer »ADD<sub>DRIVE</sub>«.

**Goldhofer**



THP/ADD 4

Loading height*:	1,175mm	46.3"
	±300mm	±11.8"
Loading length:	6,000mm	236.2"
Vehicle width:	3,000mm	118.1"
Tires:	215/75 R17.5	

\* Laden







**Goldhofer**



**STZ-P 9 (3+3+3) AA**

Payload:	110.0t	242,508lbs
Gross weight:	138.0t	304,238lbs
Axle load:	9 x 12.0t	9 x 26,455lbs
Loading height*:	1,080mm	42.5"
	+400mm/-200mm	+15.7"/-7.9"
Loading length:	16,500mm/27,540mm	649.6"/1,084.2"
Vehicle width:	2,990mm	117.7"
Tires:		245/70 R17.5

\*) Laden

## THE GIANT IN THE 110t CLASS THE NEW STZ-P 9 HIGHWAY TRAILER

With a loading length of up to 27,540mm (approx. 90ft), the new STZ-P 9 highway trailer from Goldhofer can rightly be called the “giant” in the 242,508lbs (110t) class. Despite its size, however, the trailer provides an amazing level of maneuverability: Thanks to a steering angle of +/-60° and a maximum suspension stroke of 23.6" (600mm), the STZ-P 9 can even handle narrow roads with sharp turns and can also be driven over bumps and potholes in the road without any problems. If necessary, even reversing is easily possible. Moreover, smooth driving and maximized maneuverability are also guaranteed by the trailer's hydro-mechanic forced steering technology and its robust pendular axle technology (well known and trusted around the globe by our heavy-duty module customers). In addition, the rear bogie can be retracted under load (as long as the cargo isn't placed directly on the bogie). This enables STZ-P 9 users to shorten the vehicle and thus improve its maneuverability, which is especially helpful when dealing with sharp turns (e.g. in town centers).

But even before a transport hits the road, the STZ-P 9's users profit from its high hydraulic suspension stroke and self-loading capability: No on-site assembly/disassembly is necessary, which means that the vehicle is quickly ready for operation and, compared with conventional trailers, virtually no time is needed for set-up – you just load your cargo and drive off.

Once en route, the semitrailer's extreme bending moment and hydraulic three-point support system allow for safe transports, even when concentrated loads and/or loads with high centers of gravity are involved. Built according to legal requirements throughout North America, our STZ-P 9 with its three axle groups combines innovative ideas with our well-proven ball-bearing race ring technology, an optimal payload-to-deadweight ratio along with very low maintenance effort and a long service life.





# WHAT'S SO SPECIAL ABOUT THE NEW THP/DC FROM GOLDHOFER?

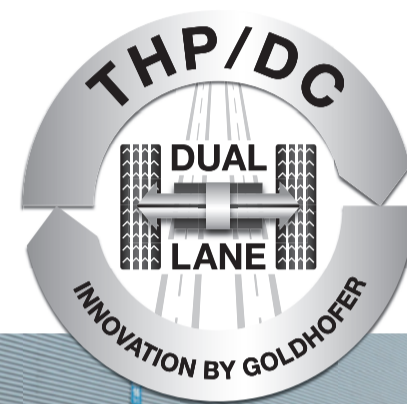
With over 700 dual-lane axle lines sold throughout the North American market since 2005, Goldhofer has been very successful with these innovative systems for about twelve years now. Today, we are proud to present the latest addition to our dual-lane vehicle family: The new THP/DC.

What makes this heavy-duty dual-lane module special is that its width is adjustable from 14ft to 20ft (4.26m to 6.1m) without time-consuming vehicle conversion. The widening of the vehicle width can actually take place while the vehicle is under load, and even while driving. This means that no more steering rod conversion is necessary, which translates to less set-up effort and considerably shorter changeover times, e.g. when a sudden change in road conditions calls for a wider or narrower track width. In turn, the time saved by the use of this technology translates to faster delivery and that, of course, means happier end customers. But it also means that with the new THP/DC, Goldhofer has once again made the safety of the operators a top

priority because there is no more need to go beneath the vehicle or under the load in order to change the vehicle width. In fact, all functions, such as leveling, steering and widening/narrowing, are not only safe but also very easy and convenient through the application of wireless remote control.

So, in a nutshell, one could say that the new THP/DC is special because it's all about safety, flexibility and end customer satisfaction. But that is still not all: The new THP/DC combines these special features with an entire set of additional advantages that our customers around the globe are already benefitting from and have therefore come to trust – such as our well-proven pendular axle technology and our tried and tested ball-bearing race rings. Moreover, the vehicle's steering angle of +/-60° and its hydraulic axle suspension of 27.6" (700mm) ensure maximum driving comfort even on difficult terrain or when there is little room to maneuver, as for example on construction sites.

Specially designed to meet the broad range of individual vehicle registration requirements in the different states and provinces of North America, the new THP/DC is compatible with existing THP/SL product family accessories from Goldhofer and can be operated in a drawbar combination or also with a gooseneck. And speaking of North America: In many North American states and provinces, empty runs without an escort vehicle are possible when the vehicle width is 14ft (4.26m), which is yet another great benefit of using the THP/DC's leading-edge dual-lane technology. Last but not least, the vehicle's many advantages are rounded off by a maximum axle load of 52,910lbs (24,000kg), an optimal payload-to-deadweight ratio, low maintenance effort and a long service life.



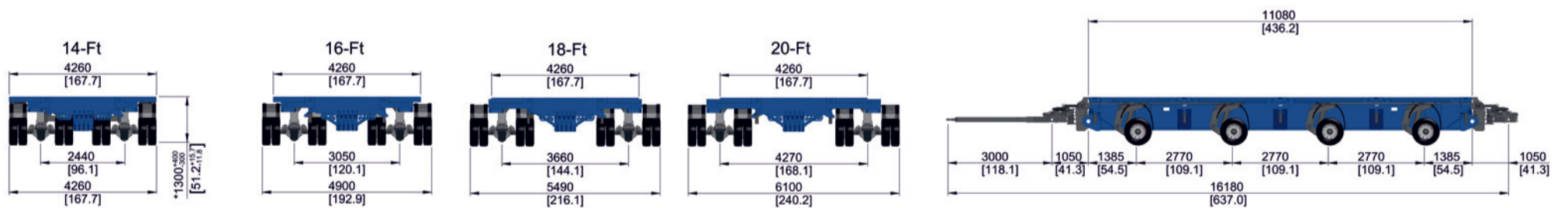
**Goldhofer**



**THP/DC 4**

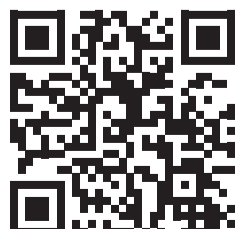
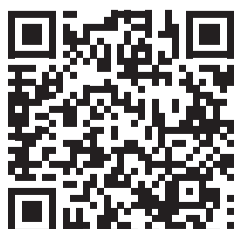
Payload:	70.3t	155,007.75lbs
Gross weight:	96.0t	211,644lbs
Axle load:	4 x 24.0t	4 x 52,910.9lbs
Loading height*:	1,300mm	51.2"
	+400mm/-300mm	+15.7"/-11.8"
Loading length:	11,080mm	436.2"
Vehicle width:	4,260mm	167.7"
Tires:	245/70 R17.5	

\* Laden



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Imprint

**Publisher:**  
**GOLDHOFER AKTIENGESELLSCHAFT**  
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