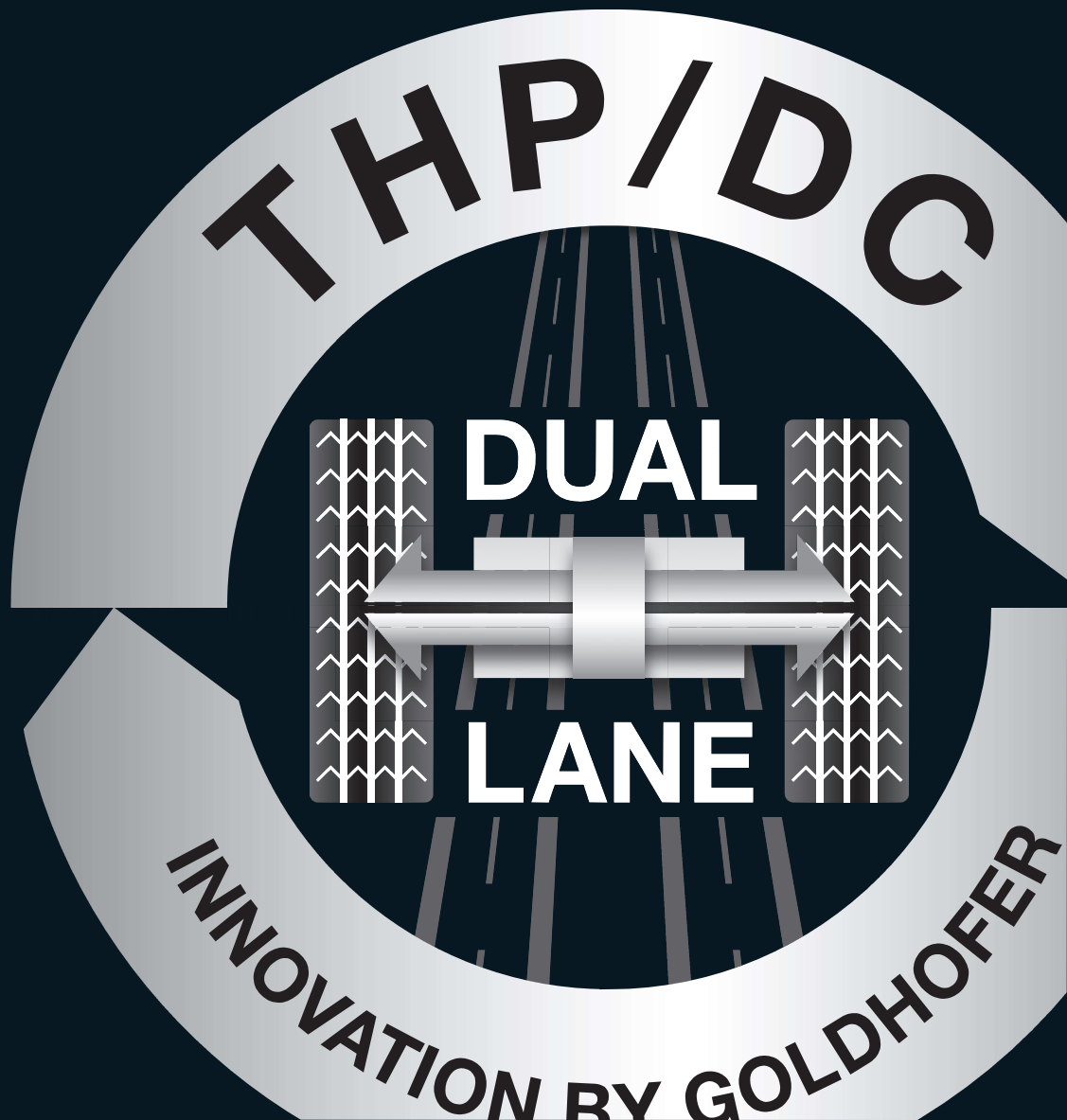


MAG 1705

Conexpo
2017



20 THP/ADD UNITS DELIVERED SINCE BAUMA WASEL DELIGHTED WITH FIRST »ADDRIVE«

In the few months since the bauma 2016 trade fair in Munich, Goldhofer has already delivered 20 units of the THP/ADD »ADDRIVE« 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 »ADDRIVE« 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 »ADDRIVE« 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 »ADDRIVE« is simply activated again to obtain full tractive power from the system. That avoids the need for an additional towing tractor or pusher.

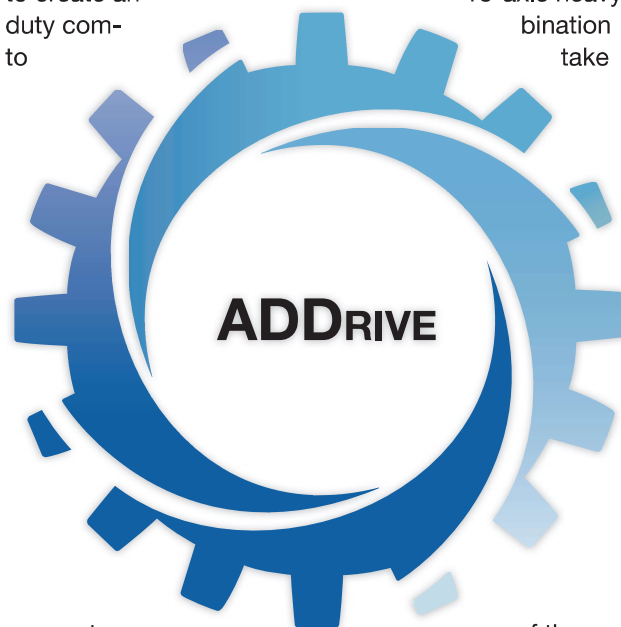
The first challenge on the journey was driving onto the pontoon from the ramp in Bad Honnef, where the 14-axle heavy-duty module with the 638,000lbs (290t) transformer had to handle a combination of a bend and steep slope. The pontoon then carried its cargo on the Rhine and the Mittellandkanal as far 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 to take

the situation was in a position for the support crew to ensure plates to ensure such as round

The rig, with just 10 p.m. The gear was handled with the voy set off at a speed exceeding the switch off a pack was also eling, and the requiring great

David Wandel – was clearly performance put in the colossus took there were a few roadworks to speed again a power station ing a distance smooth running precise planning use of an intel Goldhofer »AD



account maximum of the loads on the route ahead. Before the journey proper could begin, however, the »ADDRIVE« 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 »ADDRIVE« mastered

Goldhofer



THP/ADD 4

Loading height*: 1,175mm ±300mm 46.3" ±11.8"





STZ-P 9 (3+)

- ____ Payload:
- ____ Gross weight:
- ____ Axle load:
- ____ Loading height:
- ____ Loading length:
- ____ Vehicle width:
- ____ Tires:

^{*)} 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

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 con

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 dual vehicle re... states and pro... DC is compat... accessories fr... drawbar comb... speaking of N... states and pro... vehicle are po... (4.26m), which... THP/DC's lea... but not least,... rounded off b... (24,000kg), an... low maintenanc...



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

