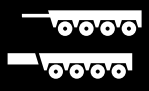
»PRODUCT BROCHURE

Goldhofer

NORTH AMERICA

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



MADE FOR YOUR MISSION

Office: 657.650.2763 | mike@powercrane.com | 8502 East Chapman Ave., Ste. 455, Orange, CA 92869

TECHNOLOGY

WHAT‘SINSIDEA GOLDHOFER?

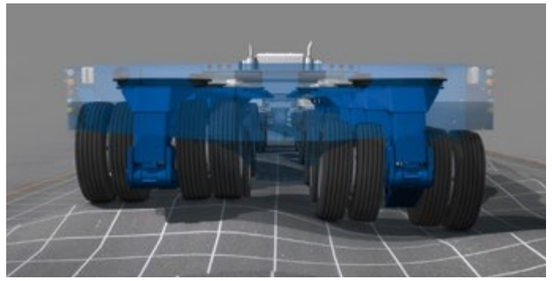
With decades ofexperience, Goldhofer is your partner in action, when it comes to well engineered, optimized, approved and tested technology. As one of the first manufacturers, offering heavy duty modules with hydrostatic drive, we are proud to offer the most advanced and reliable systems in the market. 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.

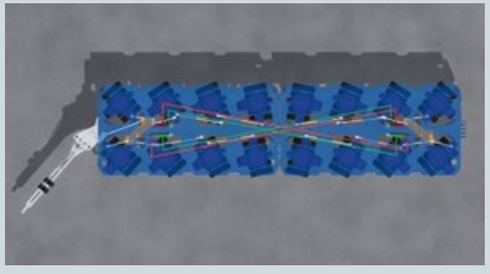
AXLE SUSPENSION

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

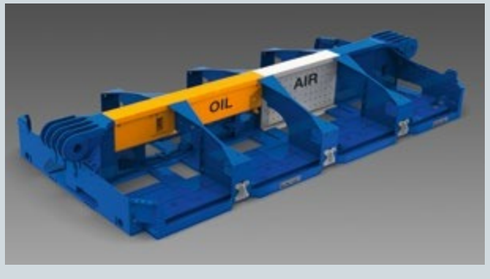


FRAME, STEERING AND DRIVE

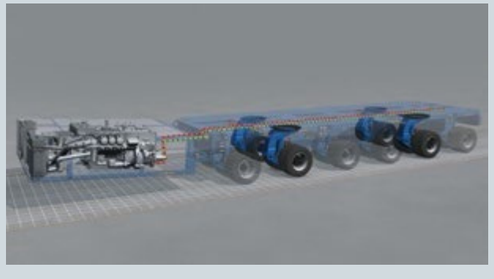


+ Hydromechanical steering

+ Electronic multiway steering



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



+ Hydrostatic drive

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 NORTHAMERICAN REQUIREMENTS

Heavy haulage 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 vehicles – 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.

THP/CA

EFFICIENT PERFORMANCE

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The THP/CA,ranging from two to six axle lines and the dual lane technology, can be configured thanks to well engineered design under full load.
The CA module ensures expansion of the width of the entire modular trailer, without needing a crane or forklift while complying with the various legal requirements of the individual states and provinces.

THP/DR

THE SOLUTION FOR EXTREME CHALLENGES

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The THP/DR with double-rotatingwheelsets makes it possible to adjust trailer width under full load so as to comply with the different regulations for heavy haulage on public roads in North America. This flexibility in terms of vehicle width and axle spacing means the return journey can be made without police escort. That reduces mobilization costs and improves the economics of the operation.

THP/DC

MAXIMUM FLEXIBILITY ON THE ROAD

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For haulage 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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YOUR BENEFITS

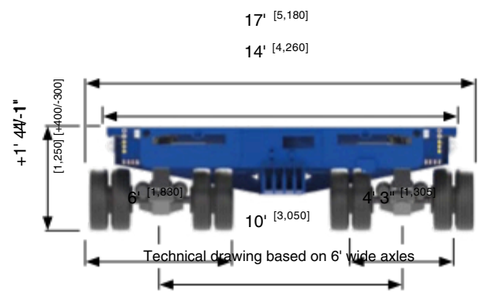
- Operation with basic width from 16.0-20.0 ft
- Change of width under load without crane or forklift
- Vehicle frame in longitudinally split design
- Usage of existing standard accessories such as gooseneck, drop deck etc.
- Cost savings for long-distance hauling to job sites

TECHNICAL FEATURES

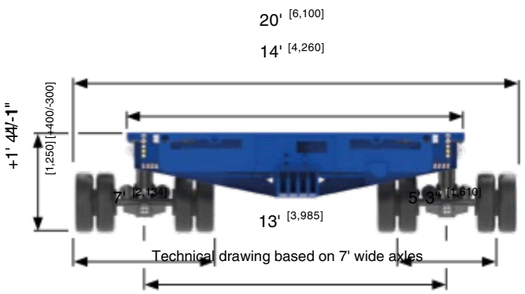
+ Twin tires	245/70 R 17.5
+ Axle load	52,900 lbs at 25 mph [24 t at 40 km/h]
+ Loading deck width	14' [4,260 mm]
+ Vehicle width 6' wide axles +	16'-20' [4,800-6,100 mm]
Vehicle width 7' wide axles	18'-20' [5,500-6,100 mm]
+ Axle spacing	9' 1" [2,770 mm]
+ Maximum steering angle	± 60°

THP/CA

EFFICIENT PERFORMANCE



Technical drawing based on 6' wide axles



Technical drawing based on 7' wide axles

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THP/CA | THP/DR | THP/DC
ACCESSORIES AND OPTIONS

TOWING EQUIPMENT AND GOOSENECKS	+ Swivel arm THP/DC + Swivel arm THP/DR + 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] + Universal gooseneck 57,300 lbs [26 t], 77,100 lbs [35 t], 99,200 lbs [45 t] and 114,600 lbs [52 t] + Gooseneck THP/DC | THP/DR + Gooseneck THP/CA
GENERAL ACCESSORIES	+ THP/DC Diesel hydraulic power pack + "easyCONTROL" remote steering + Working lights + ALCOA aluminum rims with Durabright finish + Threaded bushings
LOADING EQUIPMENT	+ Drop decks + Vessel bridges + Excavator decks + Intermediate spacers + Spacer
TURNTABLE	+ 220,000 lbs/440,000 lbs [100 t / 200 t]
TOWER ADAPTER	+ RA 2 + RA 3 + RA 4
HIGH GIRDER BRIDGE	+ »FAKTOR« 5.5 + »FAKTOR« 5

ACCESSORIES FOR HEAVY-DUTY MODULES TOWED AND SELF-PROPELLED

THP/CA | THP/DR | THP/DC
TECHNICAL DATA

TECHNICAL DATA	THP/CA	THP/DR	THP/DC
Tires	Twintires 245/70 R 17.5	Twintires 245/70 R 17.5	Twintires 245/70 R 17.5
Axle load	52,900 lbs at 25 mph [24 t at 40 km/h]	52,900 lbs at 25 mph [24 t at 40 km/h]	52,900 lbs at 25 mph [24 t at 40 km/h]
Driving height	4' 1" (+1' 4"/-1') [1,250 mm (+400/-300)]	4' 5" (+1' 4"/-1') [1,350 mm (+400/-300)]	4' 3" (+1' 4"/-1') [1,300 mm (+400/-300)]
Loading deck width	14' [4,260 mm] 16'-20' (6' wide axles) [4,800-6,100 mm] 18'-20' (7' wide axles) [5,500-6,100 mm]	14'-20' [4,270-6,100 mm] 14' [4,270 mm]	14'-20' [4,260-6,100 mm] 14' [4,260 mm]
Vehicle width	9' 1" [2,770 mm]	5' 3" [1,600mm] *(spacing between tandem groups)* 14' 1" [4,300 mm]	9' 1" [2,770mm]
Axle spacing			
Maximum steering angle	± 60°	± 60°	± 60°
Number of axles	2-6 axles	2,4 axles	2-4 axles