JOB REPORT: TAMAZUNCHALE II
A GROUNDBREAKING PERFORMANCE

ABOUT THE TRANSPORT

- Transport of various components from the port of Tampico to the power plant Tamazunchale II (under construction)
- Heaviest component: A generator with a weight of 380 t and measurements of 10,200 mm x 5,430 mm x 5,410 mm
- The route included multiple obstacles: Inclines of up to 19%, hairpin turns, extremely narrow roads, several bridges
- Six major bridge reinforements had to be made
- 126 curves had to be expanded
- Two convoy reconfigurations during the transport

Departure: Port of Tampico
2x towing trucks, 1x pushing truck,
2x THP/ADD 6 + THP/SL 12 (single lane),
»ADDRIVE« modules support the convoy

1st Reconfiguration: Jaltocán
2x THP/ADD 6 + THP/SL 3 (dual lane)
»ADDRIVE« + »ADDRONIC« move the convoy,
detached tractors

2nd Reconfiguration: San Felipe Orizatlán
2x towing trucks, 1x pushing truck
2x THP/ADD 6 + THP/SL 6 (dual lane)
»ADDRIVE« modules support the convoy

Arrival: Tamazunchale II
2x THP/ADD 6 + THP/SL 6 (dual lane)
»ADDRIVE« + »ADDRONIC« move the convoy,
detached tractors

WATCH THE VIDEO

GROUNDBREAKING PERFORMANCE

A challenge bordering on the edge of what is possible: From March through May 2021, Transportes Muciño transported a gas turbine, a steam turbine, and a generator from the port of Tampico to Tamazunchale II on behalf of Mitsubishi Power Americas, Inc. Under construction in the Mexican state of San Luis Potosí, Tamazunchale II is a 514 MW gas-fired power plant, the largest in Latin America.

The heaviest component was a generator weighing 380 t and measuring 10,200 x 5,430 x 5,410 mm. Since the route included multiple obstacles, conventional heavy-duty-module combinations were not feasible. Inclines of up to 19 %, hairpin turns, and narrow roads posed a challenge for Muciño's project engineers, one that took the absolute commitment, teamwork, and the efficiency of Goldhofer's transport solutions to solve. In the end, multiple combinations of Goldhofer heavy-duty modules and the »FAKTOR« 5 high girder bridge were put to use. The gross weight without trucks was up to 705 t. Nevertheless, the transport could not have been performed without the Goldhofer »ADDRIVE« and the all-new »ADDRONIC«.

Raúl Cuevas
Commercial Director, Transportes Muciño

"Mitsubishi placed their trust for this challenging job in us. For us, transportation is about teamwork, so we wanted a partner we had worked with in the past: a value that Mitsubishi, Muciño, and Goldhofer share. That is why we decided to face this project with Goldhofer."

1: Major reinforcements of six bridges:
Carbon fibers, beams and concrete foundations had to be installed in order to carry the large convoy.

2: Reconfiguration at Jaltocán:
From a single lane 2x 18-axle line to a dual lane 2x 9-axle line combination.

3: Crossing the city:
The convoy rounding an extremely narrow curve in San Felipe Orizatlán.

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