



Transport Technology for North America

Goldhofer

Force-Steered Semitrailers



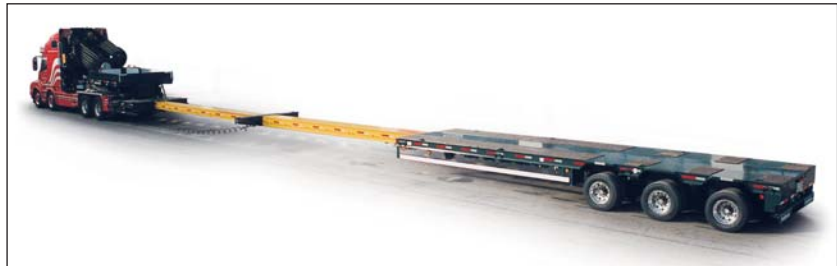
In the seventies, the already well-proven Goldhofer heavy-duty modules started operating in North America. They were mainly used for the transport of extremely heavy off-shore equipment and gas exploration plants.

In addition to the huge number of heavy-duty modules and self-propelled transporters in service, today, also force-steered semitrailers are operating on American and Canadian highways.

Their main advantage is the optimized steering performance, standing for excellent maneuverability in all situations, low tire wear and greatest safety and comfort.

Force-steered semitrailers of Goldhofer are adapted to the registration regulations of the different US States and Canadian Provinces. They are available in a great variety of designs, for example with dropdecks or with up to triple-extendible platforms.

These features make the Goldhofer force-steered semitrailer the best equipment available for extreme transport tasks in the payload range up to 80 sht.



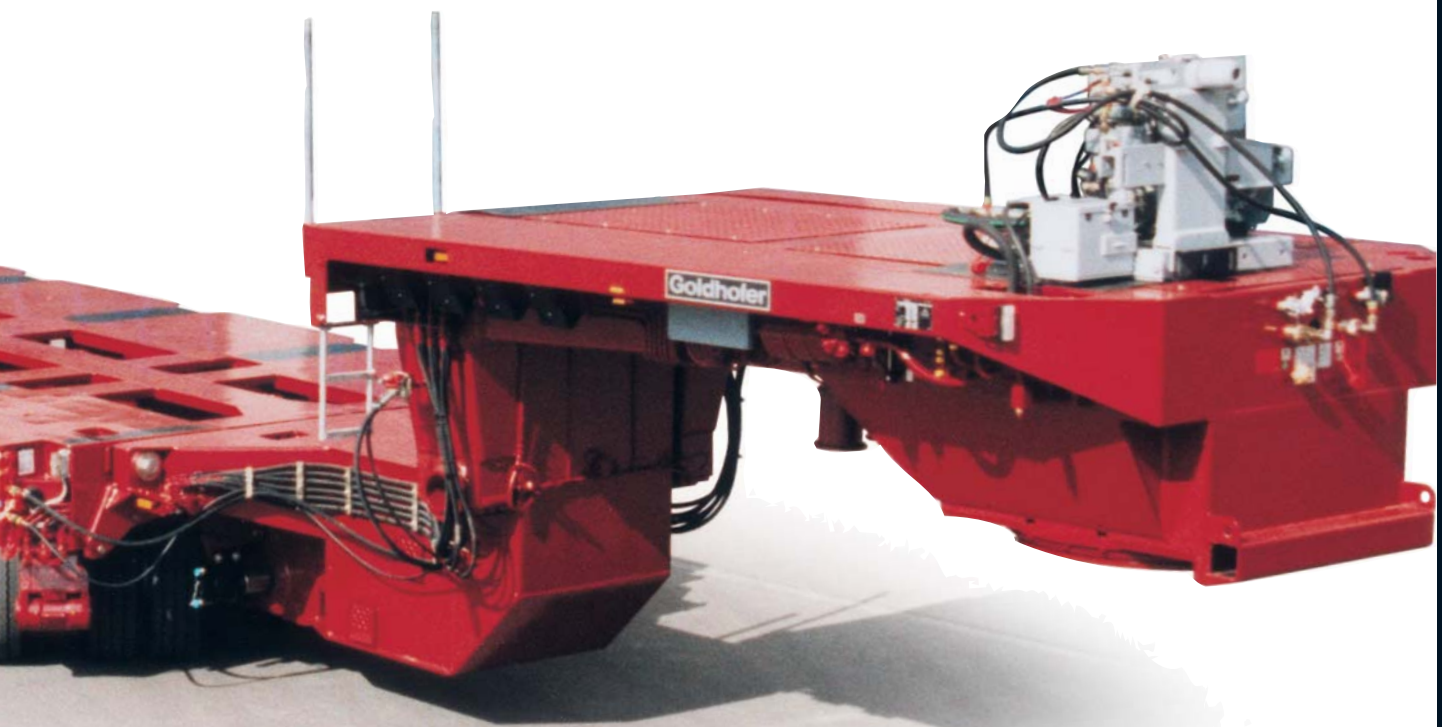
Heavy-Duty Modules for **high-way** operation

The heavy-duty modules, formerly only operated off-road, are now adapted to highway operation thanks to an optimized low deadweight, a reduced loading height and additional gooseneck equipment.

The axle spacings necessary for the USA and Canada can be achieved by using intermediate platforms and/or dropdecks.

The highway transporters are designed as a highly flexible modular combination system and can therefore be arranged easily, fast and cost-effectively to a wide range of possible loads.

Of course, these modules can also be used for off-road operation.



Heavy-Duty Modules for dual-lane operation



In general, much higher axle loads are legally permitted for dual-lane-wide vehicles. Therefore, Goldhofer builds heavy-duty modules specially designed to meet this requirement. The deadweight of these modules is optimized in view of the higher capacity.

As there is a great number of different registration regulations in force in the various US States and Canadian Provinces, the basic module dimensions, i.e. axle spacing, axle grouping and overall width, can be chosen according to the area the equipment is operating in.

In addition to modules with a fixed width, Goldhofer offers modules which are split lengthwise. By the use of spacers with different lengths, mounted between the module halves, the vehicle overall width can be changed easily. This allows modules to achieve the maximum permissible axle loads in states or provinces with differing regulations.

Furthermore, it is also possible to operate two modular trailers or self-propelled transporters arranged parallel to each other - for example to meet the required load capacity of a bridge.



Heavy-Duty Modules for off-road operation

For decades, the modular heavy-duty trailers of Goldhofer have been operating successfully in North America's various industries such as oil production, petrochemistry, energy generation, etc.

The demands coming from the heavy industry to transport prefabricated components with ever increasing weights and dimensions have widened once more the application range that must be handled. In addition, new tasks in bridge construction and factory shifting are coming up.

The Goldhofer heavy-duty modules are an efficient and economical transportation system to solve all transport tasks with payloads ranging from 50 sht to 10,000 sht and more.



Heavy-Duty Modules for off-road operation



The major differences between the various module types are the basic width (10 ft or 12 ft) and the permissible axle load (ranging up to 100,000 lbs). A special feature of the Goldhofer modules is the extremely strong and torsion-resistant frame which enables the easy handling of point loads without the use of load distribution frames.

Due to easy handling and operation of the modules, trailer configurations in basic width, one and a half width and double width can be put together and changed again in very short time with few manpower needed.

The modular system can be further extended by a wide range of accessories such as goosenecks, longload bolsters and extremely low profile dropdecks with a carrying capacity of over 250 sht.

When two or more independent modular combinations are operating together, the steering of the individual modules is electronically synchronized.

All these facts together guarantee the user of this extremely flexible modular system that it is capable to adapt to almost any possible payload.



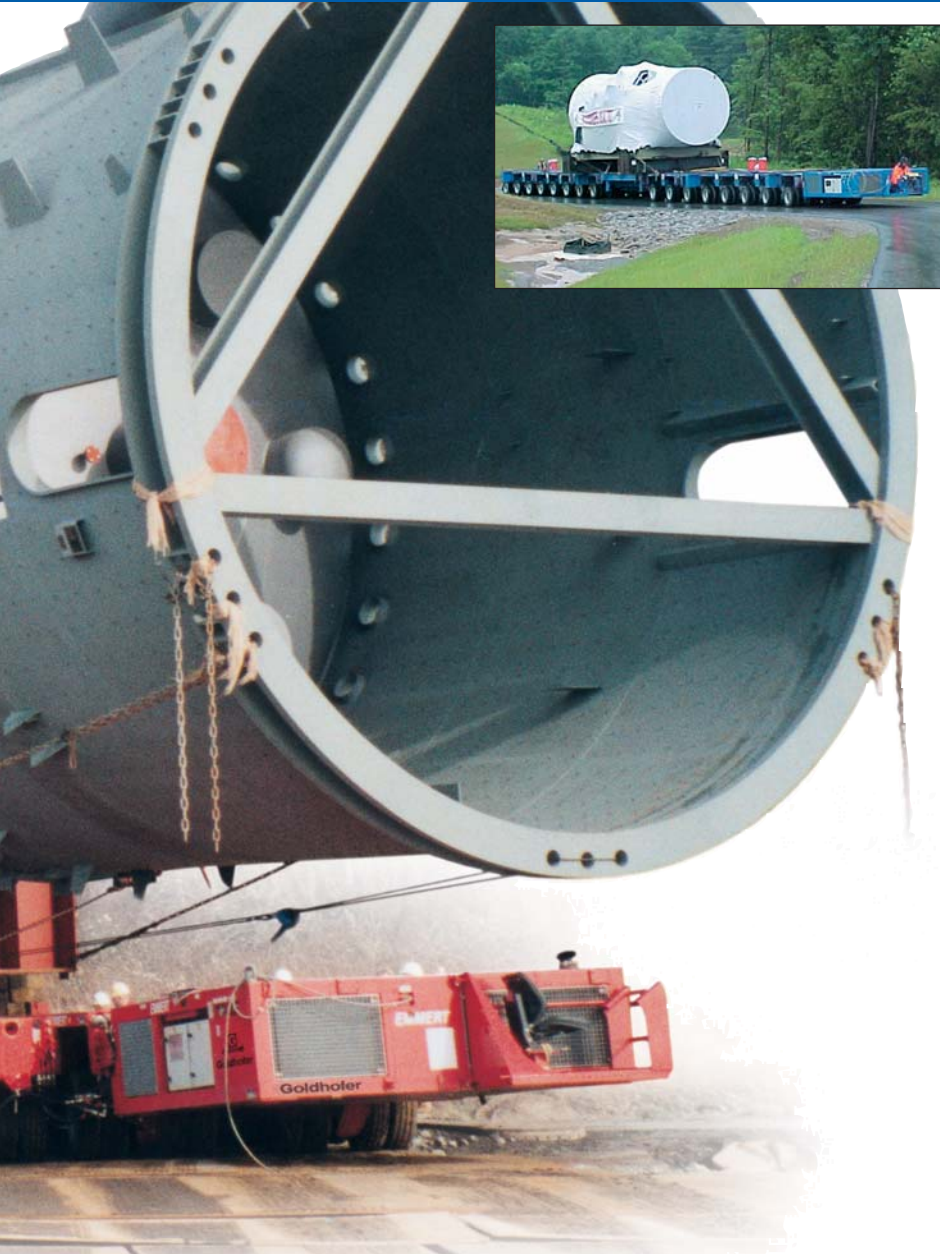
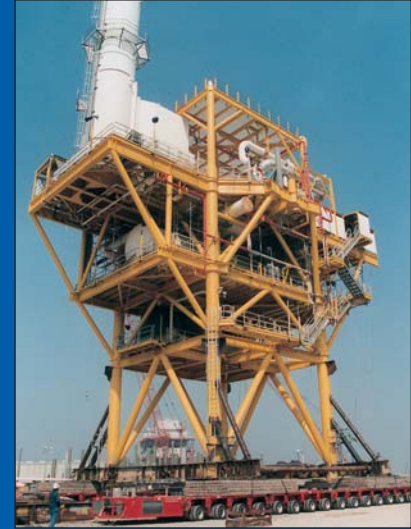
Heavy-Duty Transporters with Hydrostatic Drive for off-road operation

For the transportation of super-heavy loads Goldhofer offers self-propelled heavy-duty modules. The hydrostatic drive ensures an absolutely smooth and jerk-free driving performance even under arduous conditions and in the lowest speed range. The transporter's traction and speed mainly depend on the number of driven axle lines and on the powerpack output.

The heavy-duty transporters can be combined with undriven trailer modules and replace the prime movers otherwise used, especially under the toughest conditions (gradients, confined areas, etc.). An extremely high maneuverability is ensured by steering systems with a steering angle of up to $\pm 110^\circ$.

In the off-shore field, these trailer combinations carry out all operations such as loading, transportation, positioning and unloading. In these cases, parallel combinations with three or more modules coupled side by side are often used.

These heavy-duty transporters with hydrostatic drive optimally complement the proven and reliable modular trailers of Goldhofer.





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