

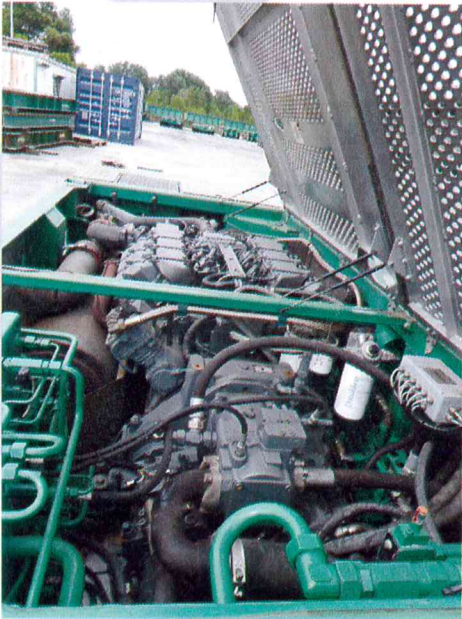
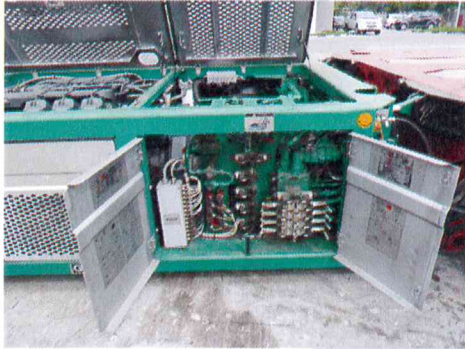
GOLDHOFER PST/SL-E (MEGA SPMT 2.43mtr)

24 axle lines with 1 powerpack

Powerpack

Manufacturer / Chassis	Goldhofer
Model / Type	Powerpack Deutz engine / PFV-490/60-31
Serial no. / Chassis no.	60658
Year	2009
Hours	492hrs
Remarks	Incl. remote control

Pictures



Trailer 1

Manufacturer / Chassis

Goldhofer

Model / Type

6-axle (2 axles driven) / PST/ES-E6-12x04

Serial no. / Chassis no.

WG0PST066A0060655

Year

2009

Pictures



Trailer 2

Manufacturer / Chassis

Goldhofer

Model / Type

6-axle (2 axles driven) / PST/ES-E6-12x04

Serial no. / Chassis no.

WG0PST064A0060654

Year

2009

Pictures



Trailer 3

Manufacturer / Chassis

Goldhofer

Model / Type

6-axle (2 axles driven) / PST/ES-E6-12x04

Serial no. / Chassis no.

WG0PST0638A060656

Year

2009

Pictures



Trailer 4

Manufacturer / Chassis

Goldhofer

Model / Type

6-axle (2 axles driven) / PST/ES-E6-12x04

Serial no. / Chassis no.

WG0PST06XA0060657

Year

2009

Pictures



Accessories

Manufacturer

Goldhofer

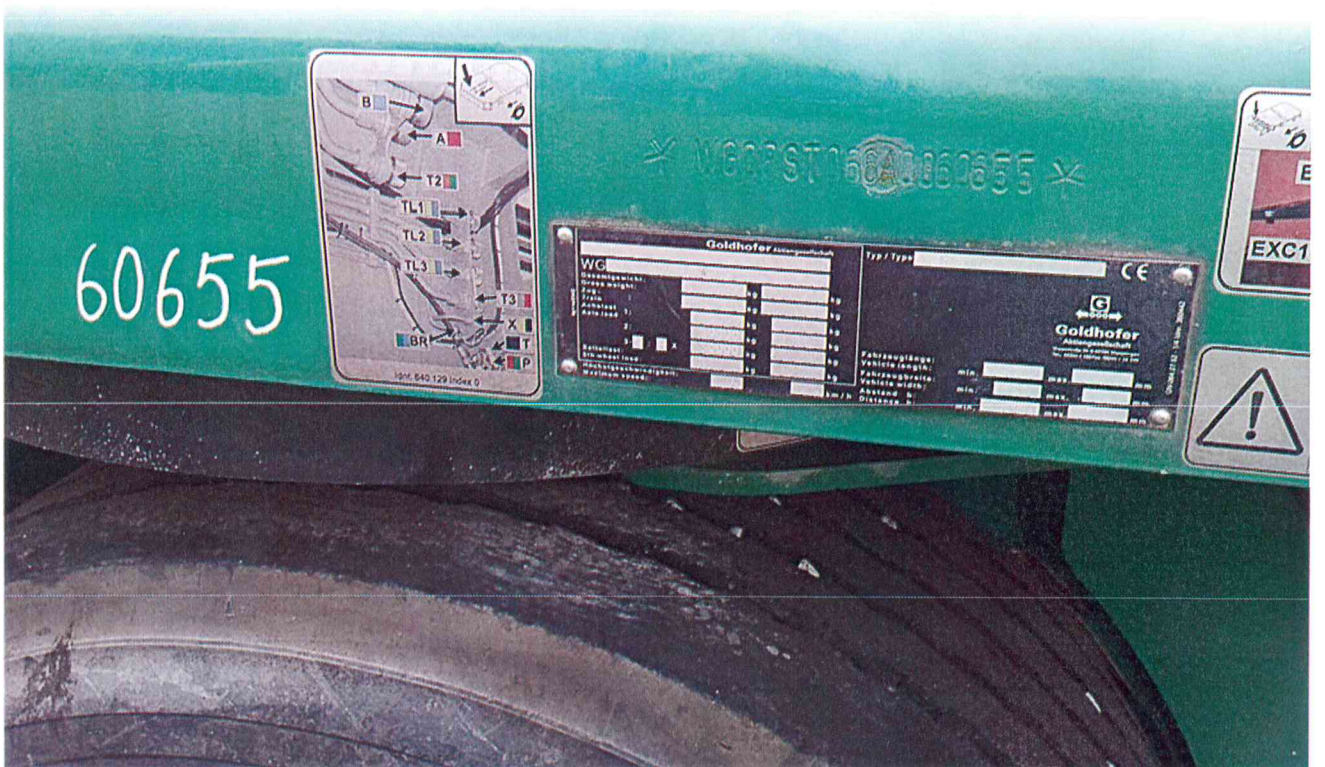
Remarks

Hydraulic hoses and electrical connections
Coupling blocks (double)

Pictures







Goldhofer Aktien

WG 0PST066A0060655-

Gesamtgewicht:

Gross weight:

300000 kg

Zug .

Train :

Achslast

Axle load

1:

50000 kg

2:

50000 kg

3- 6 : 4 x

50000 kg

Sattellast:

5th wheel load:

kg

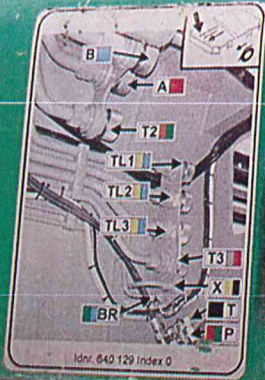
76/114/EWG



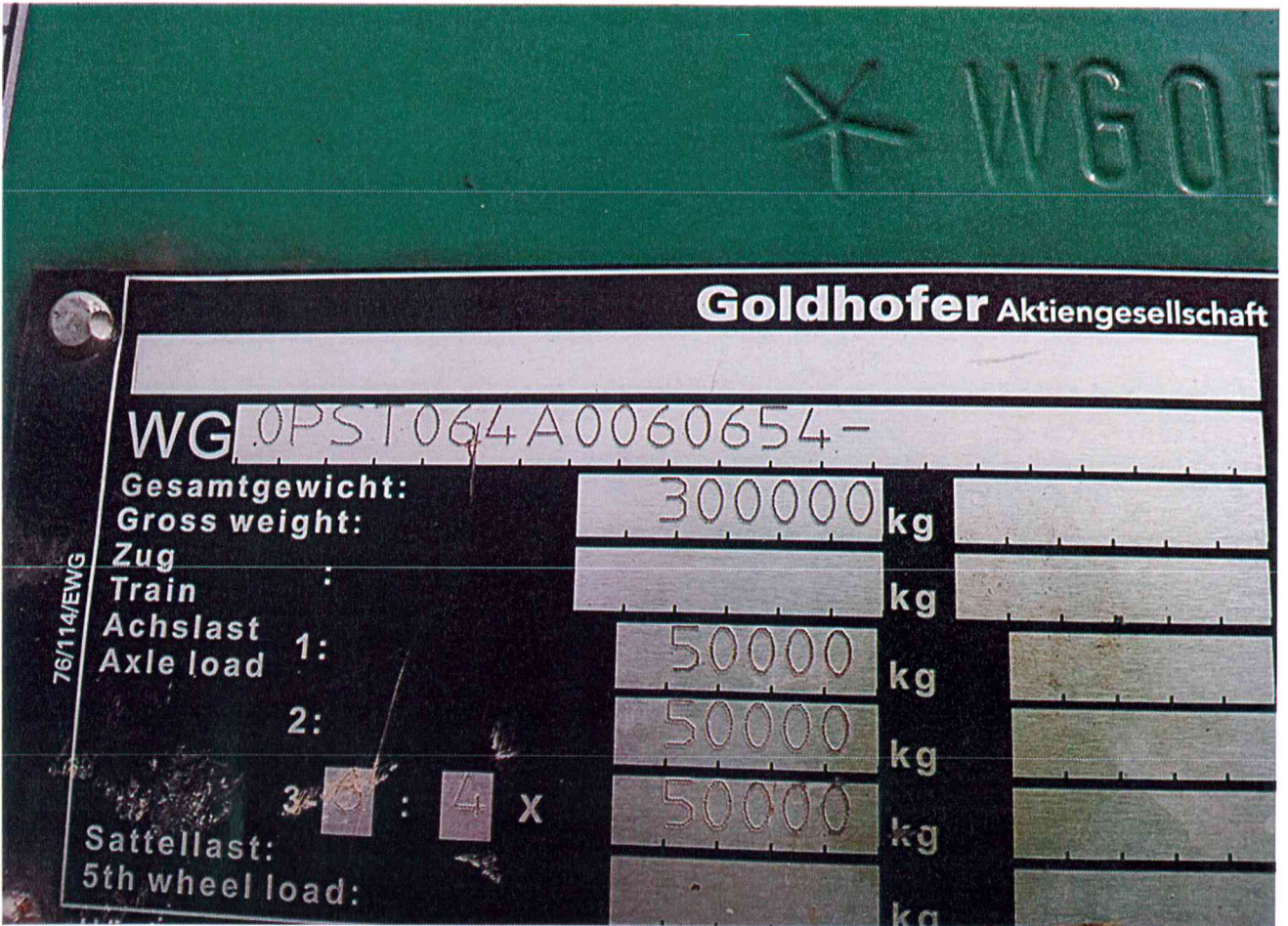


60654

* WG0PST064A0060654 *



Goldhofer Aktiengesellschaft		Typ / Type	PST/ES-E6-1x06		CE
WG0PST064A0060654-					
Gesamtgewicht:	300000	kg			
Gross weight:		kg			
Zug		kg			
Train		kg			
Achslast 1:	50000	kg			
Axle load 1:		kg			
2:	50000	kg			
Axle load 2:		kg			
3:	50000	kg			
Axle load 3:		kg			
4:		kg			
Axle load 4:		kg			
Sattellast:		kg			
5th wheel load:		kg			
Maximum speed:		km/h			
			Fahrzeuginnenlänge:	min.	max.
			Vehicle length:	min.	max.
			Fahrzeuginnenbreite:	min.	max.
			Vehicle width:	min.	max.
			Abstand a:	min.	max.
			Distance a:	min.	max.
			Abstand b:	min.	max.
			Distance b:	min.	max.



Goldhofer Aktiengesellschaft

WG0PST064A0060654-

Gesamtgewicht: 300000 kg

Zug Train : kg

Achslast 1: 50000 kg

Axle load 2: 50000 kg

Axle load 3: 50000 kg

Sattellast: kg

5th wheel load: kg

76/114/EWG



Goldhofer Aktiengesellschaft

WG OPST 0638A060656-

Gesamtgewicht:

300000 kg

Gross weight:

Zug

Train

Achslast

Axle load

1:

50000 kg

2:

50000 kg

3:

50000 kg

Sattellast:

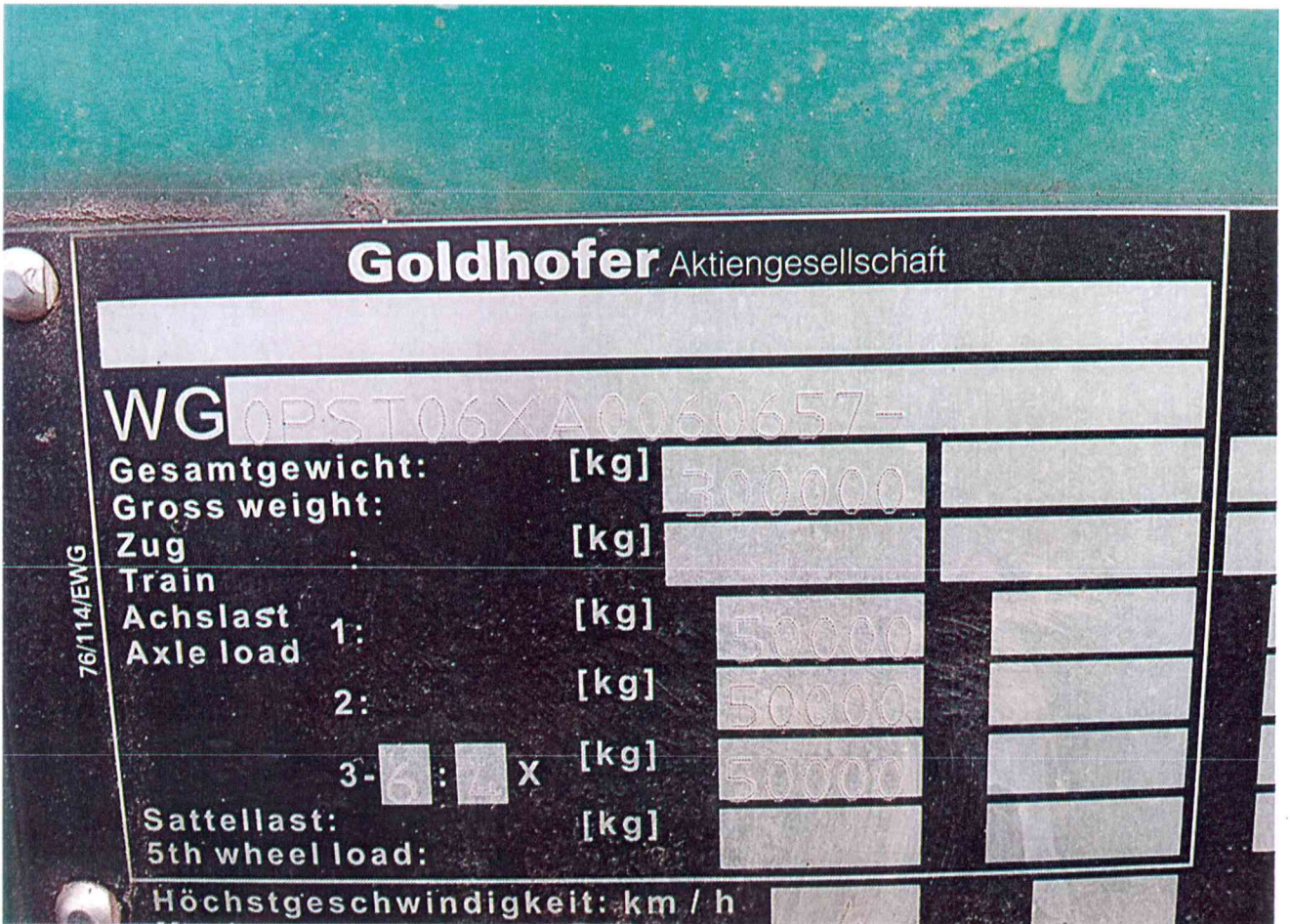
5th wheel load:

kg

kg

76/114/EWG





















Technical Specification

Goldhofer - Self Propelled Transporter Series PST/ES-E

The Goldhofer Transporter PST is a self-propelled vehicle for easy transportation and exact positioning of large-sized and heavy construction elements.

The load can be underridden and lifted from its supports without needing cranes or other auxiliary lifting equipment. After transportation, the load can be unloaded at its place of destination.

Frame:

The frame and the loading platform are a very solid Goldhofer welded steel construction with main longitudinal beams as well as cross beams for a good load distribution, even with narrow loads.

When designing the frame, greatest importance was attached to a maximum wheelbase to achieve an optimal lateral stability of the transporter, even when transporting loads with a high center of gravity.

At the same time, the large wheelbase allows a large lateral offset of the payload center of gravity, e.g. when loads are not underridden in the very center.

Sufficient anchoring points ensure a simple and quick handling of the lashing devices.

Wheelsets:

The wheelset is an approved Goldhofer construction. The principle of a turntable supported by ball bearing race rings with hydraulically suspended axle rocker beam is known world-wide.

Large-sized and tightly sealed bearing ensure a maximum load capacity and a long life.

The axles and brakes are also products of well-known manufacturers as well as the planetary wheel gearings and the hydraulic motors of the driven wheelsets.



Electronic steering equipment:

The transporter modules including power pack, type PST/ES-E are equipped with an **Electronic Multi-way Steering (**EMS**) System, which allows following steering modes:**

- normal steering
- diagonal steering 90°
- crab steering
- circular steering
- additional 5 more steering modes available as standart
- additional 3 more steering modes optional

The EMS system is designed under consideration of the latest technical standard and the movement of the wheel-sets is controlled simultaneously with the movement of the steering. Maximum fail safety and simplest operation mark out the approved electronic digital controls.

Each wheel set is provided with a sensor which detects the actual steering angle and transmits it to the central computer. To avoid disturbances and error message, the same signal of the sensor is converted to a digital signal on the corresponding wheel set which is then processed by the central computer.

The controlling programmes which are incorporated into the central computer supervise and controls permanently the operation of the multi-way steering and indicates wrong functioning visually. The diagnostic system indicates on the display of the remote control the error. To minimize the brake down time, the electronic system is designed as a modular system, i.e. it is possible to analyze the fail within a short time and replace the devedcted parts immediately.

All steering modes are available under full load, even in stationary position. Every wheel set is controlled by the central computer via hydraulic valves. The steering angle of each wheel set +/- 135° allows an exact positioning of the transporter, especially for diagonal drive (90°), because there is still a steering angle of +/- 45° available.

If necessary the individual wheel sets can be manually steered independently from the function of the trailer.

Powerpack

The powerpack is a detachable module. The watercooled turbo diesel engine with its watercooler in front activates the hydraulic pumps for the drive, the steering and the axle compensation via a distribution gear.

The powerpack can be mounted on the front side of the prime mover module with bolt coupling or on top of the loading platform (option). Depending on the ground clearance, it is tiltable as well as detachable,incl. quick disconnect couplings.



Hydraulic axle compensation:

The hydraulic axle compensation guarantees equal axle loads on all wheelsets, independently on the road conditions.

Series mounted safety valves ensure that upon a hose rupture on the wheelset, the pressure is maintained in the remaining undamaged hydraulic circuit, thus avoiding a one-side tilting of the loading platform.

According to the load and the road, the PST can be operated in hydraulic 3-or 4-point suspension. The lifting or lowering of the loading platform is operated from the remote control.

Hydrostatic drive:

Hydropumps which are attached to the Diesel engine supply all hydromotors of the driven wheelsets with compressed oil in a closed circuit. The hydroengines are flange-mounted on the wheel gears.

The hydropumps as well as the hydromotors are automatically adjusted, dependent on the load, and enable a very precise driving of the PST/ES-E in all directions.

Brake:

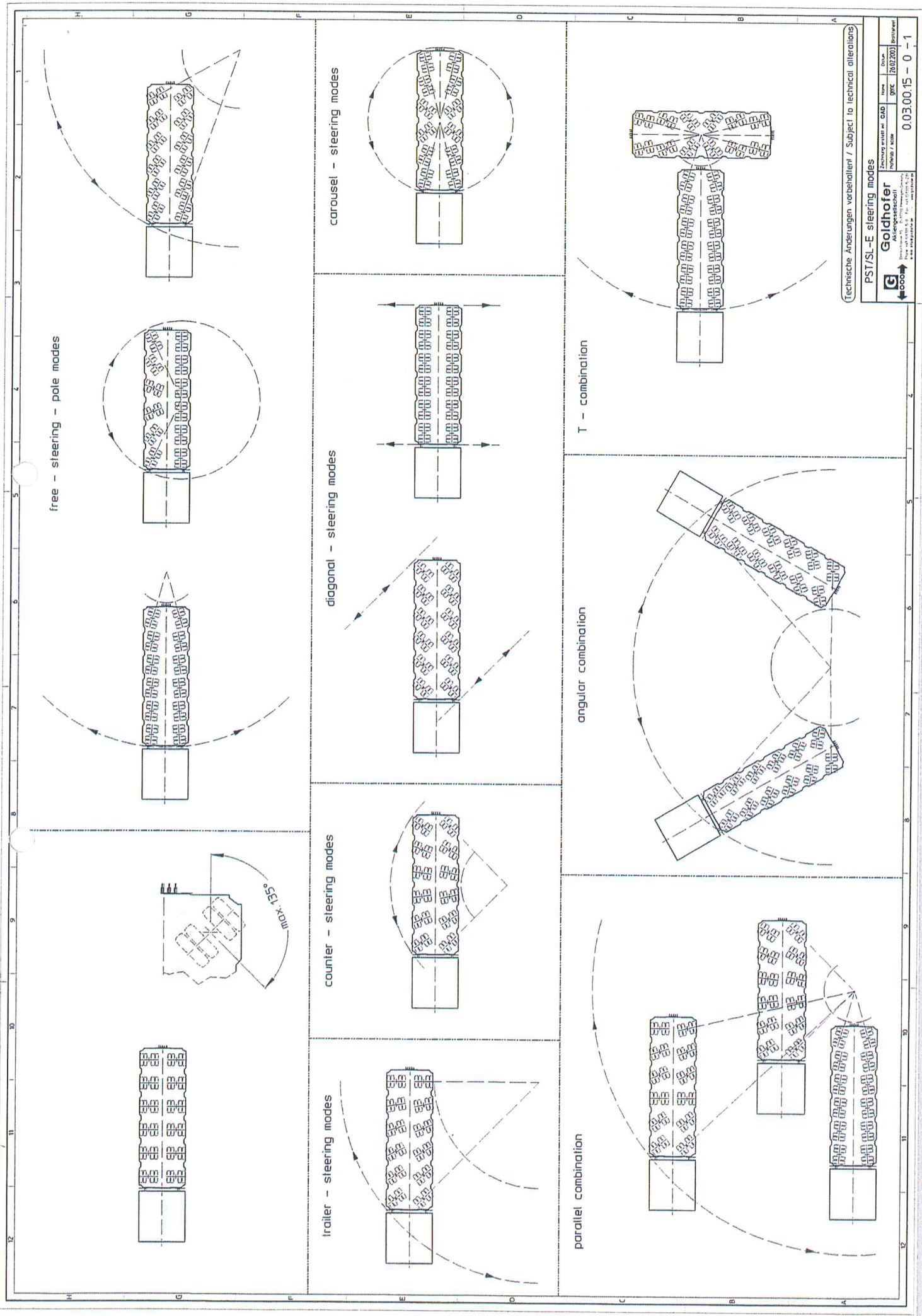
The PST/ES-E units have a hydrostatic parking brake system on the driven wheel sets. Non-driven wheel sets can be equipped partly with compressed air operated drum brakes and automatic parking brake as an option or hydraulic brake system as an option.

Electric system:

The electric system of the PST is supplied from the generator of the Diesel engine. The supply voltage is 24 V. Sufficient battery capacity is available to start the Diesel engine and for the supply of the electric system, if the generator does not work.

Steerman stand (optional):

The steerman stand mounted on the powerpack, is not equipped with any operating panel, i.e. the operator will handle the equipment by means of cable remote control unit only. In case of operating from the steerman stand, the operator will fix the remote control on the mounting plate of the steering man stand.



free - steering - pole modes

trailer - steering modes

counter - steering modes

diagonal - steering modes

carousel - steering modes

parallel combination

angular combination

T - combination

Technische Änderungen vorbehalten / Subject to technical alterations

PST/SL-E steering modes	
Zeichnung erstellt mit GAD	Übersicht
DRG	DRG
Datum / size	0.03.00.15 - 0 - 1
Goldhofer Aktiengesellschaft Postfach 10 01 01 • D-7430 Metzingen Telefon (0714) 20 00 00 • Telefax (0714) 20 00 01 Telex 7 200 000 • E-Mail: info@goldhofer.de	



Technical data

Goldhofer Modular Transporter type PST/ES-E

General vehicle dimensions:

- Wheel base	1.600 mm
- Loading height in lowered position laden	1.165 mm + 700 mm
- Loading height in mid stroke position laden	1.515 mm ± 350 mm
- Bogie width	2.430 mm
- Track	1.440 mm

General technical data:

Tyres (4 x per axle line)	385/55 R 22,5 160 J TL
Axle load per axle line (at 4 km/h):	50.000 kg
Dead weight per axle line (average):	approx.: 5.000 kg

General drive data:

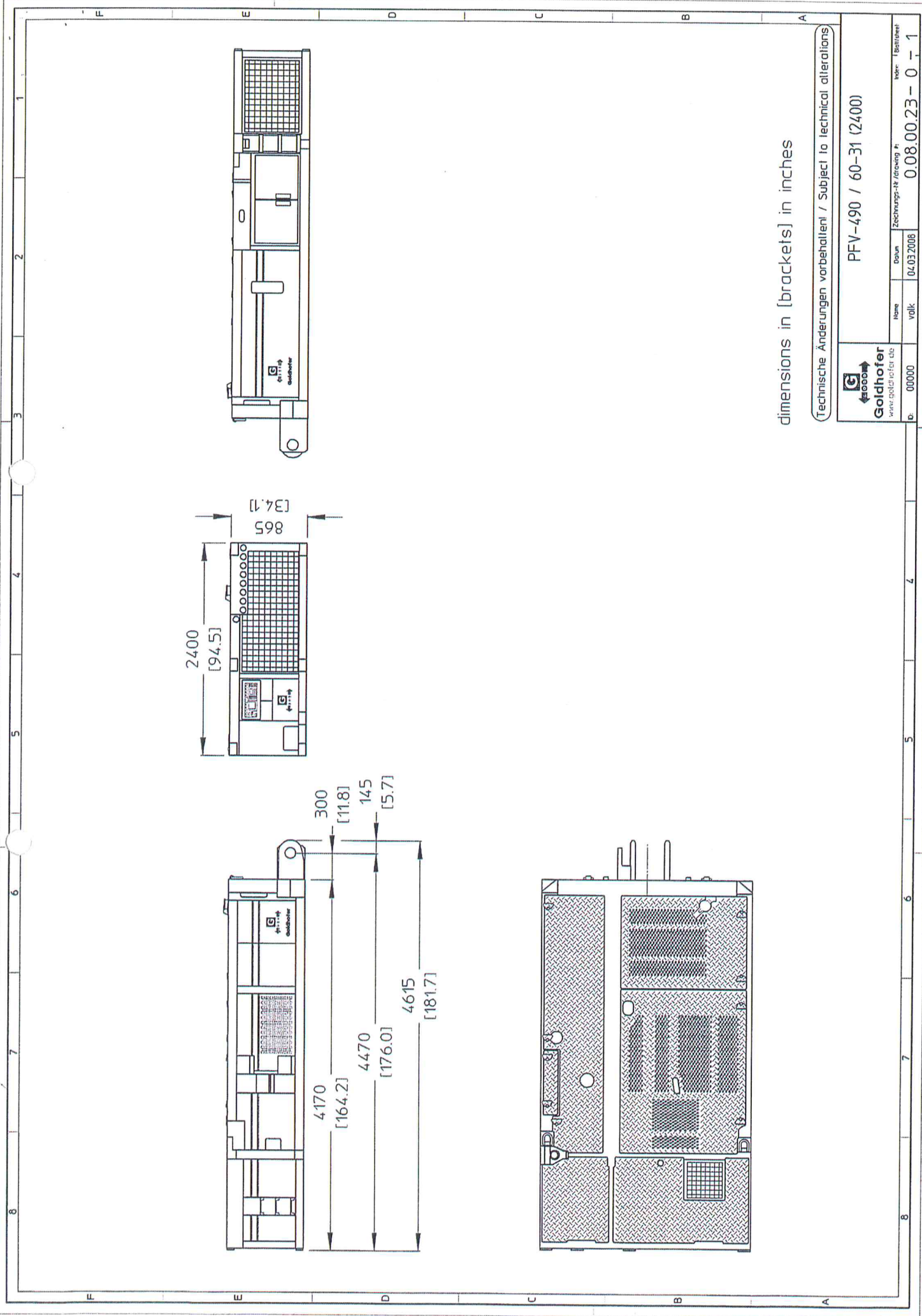
Tractive force per driven axle (2 wheel sets):	160 KN (16.000 kg)
max.Speed (unladen):	16,0 km/h

General steering data

Vehicle equipped with multi-way steering system, type EMS with +/- 135° steering angle


General data power pack PFV-490/60-31 (2400):

- Diesel engine:	Deutz - 6-Cylinder
- Engine output:	approx.: 360 KW / 490 HP
- Engine typ:	Deutz TCD 2015 V06
- Oil tank approx.	790 ltr.
- Diesel tank approx.	390 ltr.
- Dimension (LxWxH)	4.450 mm x 2.400 mm x 860 mm
- Weight:	approx.: 7.500 kg



dimensions in [brackets] in inches

(Technische Änderungen vorbehalten! / Subject to technical alterations)

 Goldhofer www.goldhofer.de	PFV-490 / 60-31 (2400)	
	Name volk	Datum 04.03.2008
B. 00000	Zeichnungs-Nr./Drawing # 0.08.00.23-0-1	Blatt-/ Sheet



Technical data

PST/ES-E 6-12x04

Axle load 6 x	50.000 kg
Gross weight	300.000 kg
Dead weight approx.	30.100 kg
Payload approx.	269.900 kg

Dimensions:

Loading platform	9.600 x 2.430 mm
Wheel base 5 x	1.600 mm
Loading height laden min.	1.165 mm
Loading height laden max.	1.865 mm
Loading height in mid stroke position laden +/- 350 mm	1.515 mm
Loading height in mid stroke position unladen +/- 350 mm	1.580 mm

Tires:

Tires size (24-off)	385/55 R 22,5 160 J TL
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Drive system:

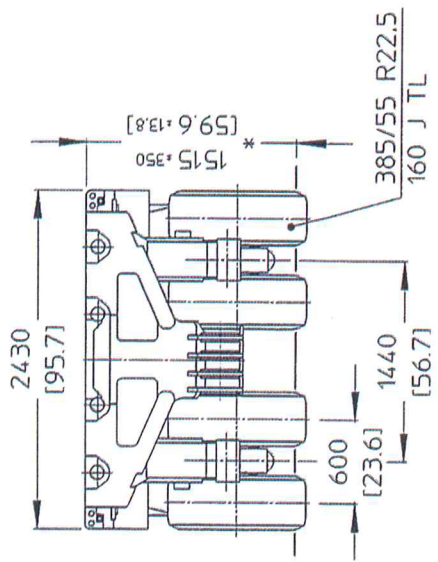
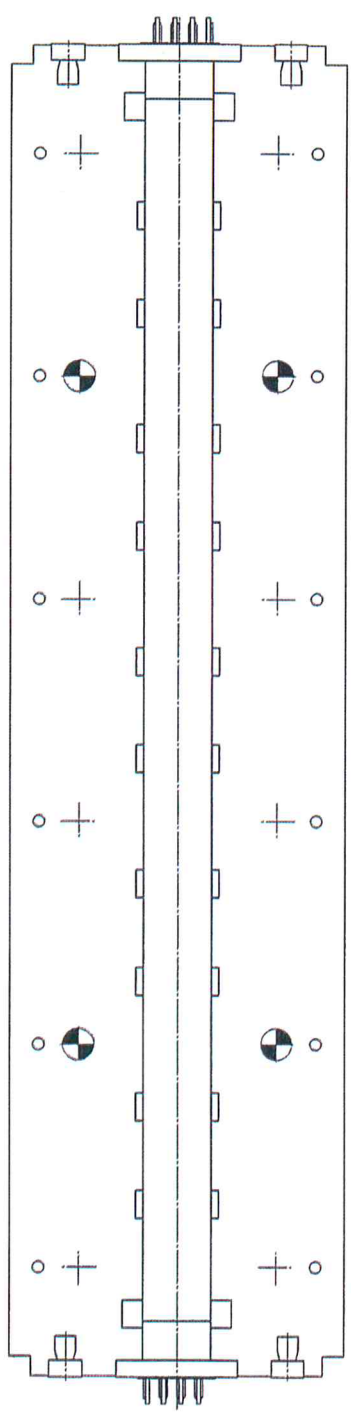
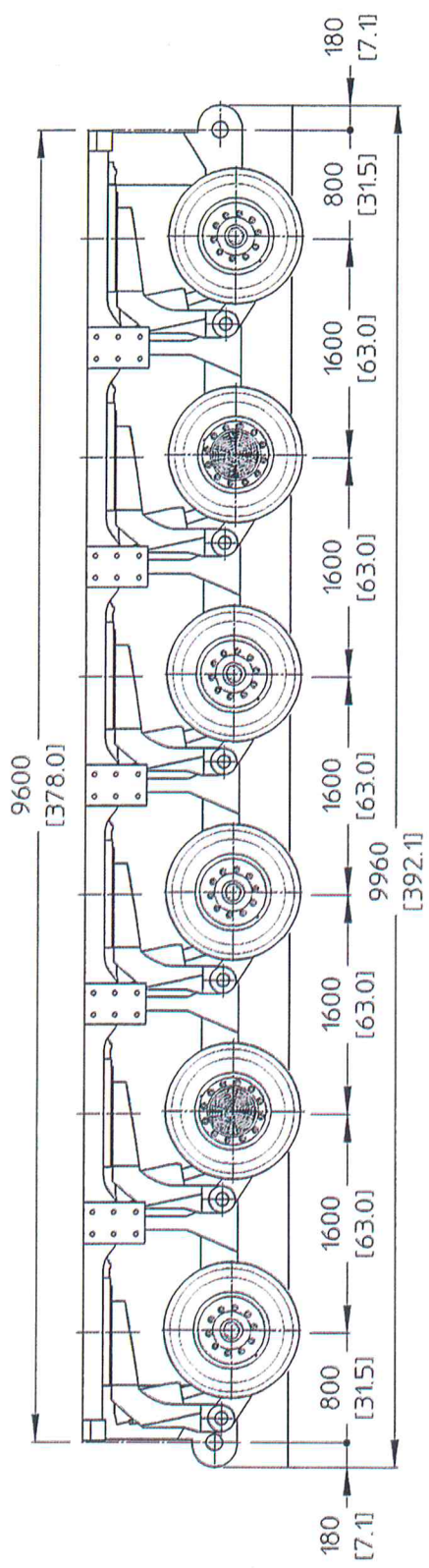
Number of driven axle lines per module	2
Tractive force of driven axle line integrated in the wheel hubs	320 kN
Max. speed possible in unladen condition and at 0 % inclination approx.	16 km/h
Max. speed possible in laden condition and at 0 % inclination depending on the size of power pack, etc. approx.	4 km/h

Steering system:

Goldhofer multi-way steering system EMS with steering angle	± 135 degrees
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Suspension system:

Hydraulic axle system with safety valves in case of hose rupture	± 350 mm
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* beladen / laden
 dimensions in [brackets] in inches

Technische Änderungen vorbehalten / Subject to technical alterations

 Goldhofer www.goldhofer.de		PST/ES-E 6 - 12x4	
		Name schuster	Datum 13.12.2007
Blatt 425/4		Zeichnungs-Nr./drawing # P7000.09.00.04 - 0 - 1	

PST/ES-E Driving Performance Data with PFV 490/60-31
PST/ES-E Fahrleistungsdaten mit PFV 490/60-31

Combination Selection		Kombinationszusammenstellung			PST/ES-E 6	12 x 4
Standard - ES-E - Modules	Units Anzahl	Driven AL Antr.-Ali.	DW/Module EG/Modul	Deadweight total EG gesamt		
Powerpacks PFV 490/60-18	1	---	7.000 kg	7.000 kg		
ES-E 3-06x02	0	0	15.600 kg	0 kg		
ES-E 4-08x04	0	0	20.600 kg	0 kg		
ES-E 5-10x04	0	0	25.300 kg	0 kg		
ES-E 6-12x04	1	2	30.100 kg	30.100 kg		
ES-E 7-14x04	0	0	34.800 kg	0 kg		
ES-E 8-16x04	0	0	39.500 kg	0 kg		
more (+) or less (-) driven axle lines mehr (+) oder weniger (-) angetriebene Achslinien		0	500 kg	0 kg		
Additional equipment (e.g. P-consoles, decks, etc.) Zubehör (z.B. P-Konsolen)				0 kg		
Axle lines total Anzahl Achslinien gesamt					6 AL	
thereof driven axle lines davon angetriebene Achslinien					2 AL	

Technical Data		Technische Daten	
Deadweight Eigengewicht			37.100 kg
Axle load unladen Achslast unbeladen			6.183 kg
Selected laden axle load ausgewählte beladene Achslast	(max. 50.000 kg)		50.000 kg
Gross weight Gesamtgewicht			300.000 kg
Payload approx. Nutzlast ca.			262.900 kg

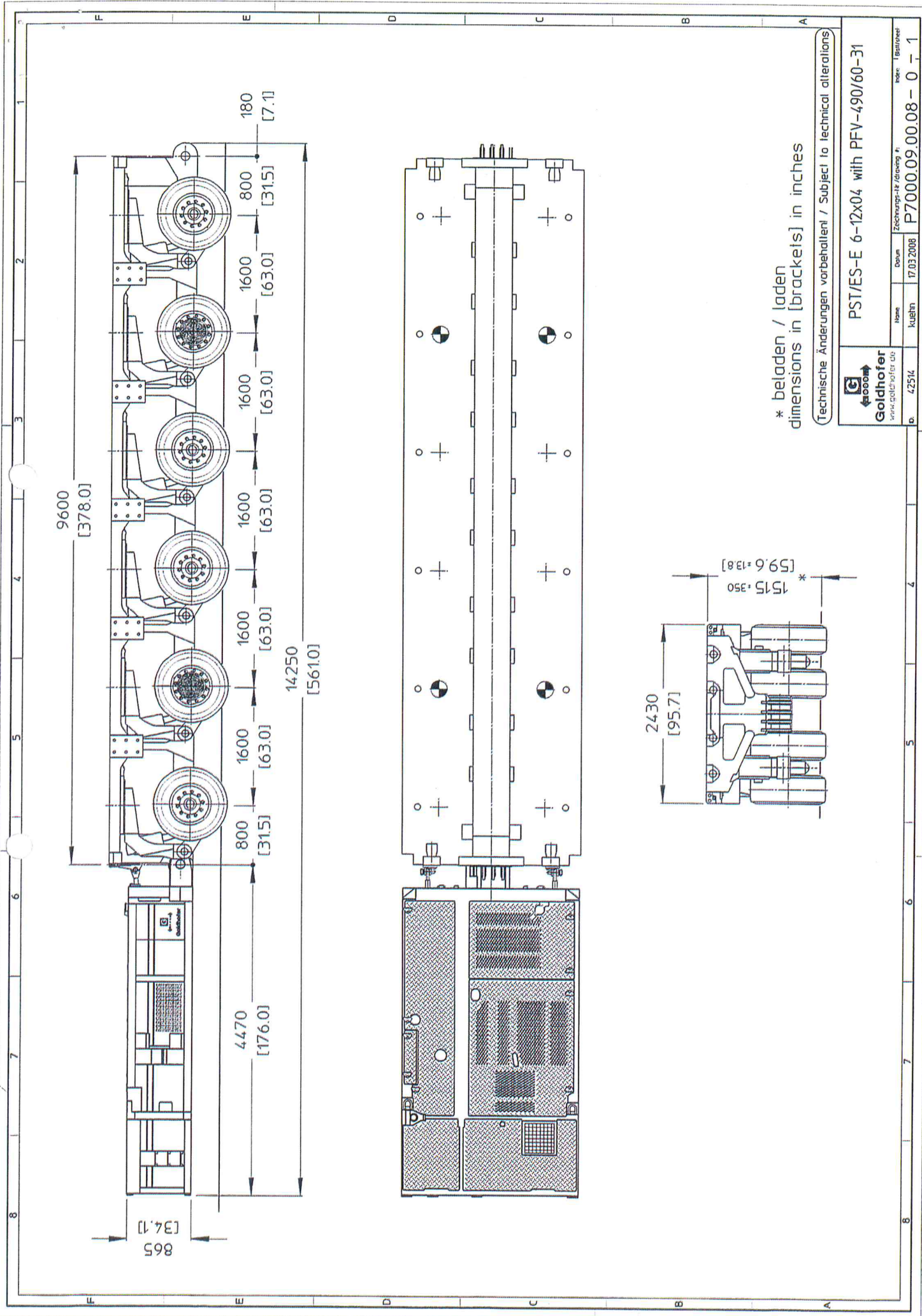
Driving Performance Data					Fahrleistungsdaten	
Selected rolling resistance factor gewünschter Rollwiderstandsbeiwert					2,5 %	
Empty Drive Leerfahrt						
Driven axle lines angetriebene Achslinien		2	2	2		AL
Max. speed level ground Max. Geschwindigkeit Ebene		17,0	17,0	17,0		km/h
Laden Drive Lastfahrt						
Driven axle lines angetriebene Achslinien		2	2	2		AL
Max. speed level ground Max. Geschwindigkeit Ebene		9,8	9,8	9,8		km/h
Max. grade max. Steigung		8,0	8,0	8,0		%
Speed on max. grade Geschwindigkeit max. Steigung		2,4	2,4	2,4		km/h
Max. tractive force max. Zugkraft)*	160,4 kN/AL	321	321	321		kN
Max. speed selected grade ausgewählte Steigung	3,0 %	5,1	5,1	5,1		km/h
Max. speed of tire max. Geschw. des Reifens			6,6			km/h

all figures are approximative figures alle Werte sind ca.-Werte

variables in blue variable Eingabewerte in blau

)* To achieve the max. tractive force an axle load of approx. 24.000 kg to 33.000 kg is necessary, depending on the traction factor of the road which depends on the surface quality, soiling, wetness, etc. The factor can vary at least in an area from 70% (= 24.000 kg) to 50% (= 33.000 kg), but is not necessarily limited to this area under either optimum or difficult conditions.

)* Um die Zugkraft zu erreichen, ist eine Achslast von ca. 24.000 kg - 33.000 kg erforderlich, abhängig vom Kraftschlussbeiwert der Strasse, der von Oberflächenqualität, Verschmutzung, Nässe, etc. abhängt. Der Faktor kann in einem Bereich von 70% (24.000 kg) bis 50% (33.000 kg) variieren, ist aber unter optimalen oder schlechten Bedingungen nicht darauf beschränkt.



* beladen / laden
 dimensions in [brackets] in inches

Technische Änderungen vorbehalten / Subject to technical alterations

 Goldhofer www.goldhofer.de	Name Kuehn	Datum 17.03.2008	Zeichnungs-Nr./Drawing N. P7000.09.00.08 - 0 - 1
	b. 42514	Seite / Blatt 1 / 1	PST/ES-E 6-12x04 with PFV-490/60-31