Press Release

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TII Group with SCHEUERLE, NICOLAS and KAMAG – positive review of bauma 2013

The global market leader in the manufacture of heavy-load vehicles showcased its range of giant vehicles on a 2,000 m² stand and attracted many customers and prospective customers from around the world.

Around 530,000 visitors from over 200 countries came to the Munich Trade Fair Centre from 15th to 21st April. This was more than ever before - and included thousands of visitors from the national and international heavy transport sector. A great many of these visited the TII Group stand that could easily be seen from afar due to to the newly developed rotor blade adapter which was mounted on an InterCombi SP.

On the SCHEUERLE, NICOLAS and KAMAG stand, visitors were spoiled for choice with an extensive range of products on display from the new SPMT applications through to the largest tractor in the world - the Tractomas:

- SPMT Split & SPMT Light
- Rotor blade adapter Generation II
- Wind tower bolster
- New generation of MHD G2 SPE with 430 PS PowerPack
- EuroCompact
- Superflex
- K25 PowerBooster
- Highway Trailer
- TRACTOMAS

"Choose the Original" was one of the core statements of the show - and this was not without good reason. "We sell the original", emphasized Dr. Axel Müller, Managing Director of the TII Group, with a glance at the stands of the competitors. "As global market leader, we work continuously with a large team of highly skilled engineers on providing technical innovations for our customers. And when it comes to reliability and safety, customers must be able to completely rely on the equipment. Quality prevails in the end, even in the Far East. We listen very carefully when it comes to our customers' experience with our vehicles, and I can say that the feedback is - also at this Bauma - once again very positive "

Other attractions were regular vehicle demonstrations, fan shop, rodeo bull riding, trucker bar and a VIP lounge as well as - and suitably matching the location of the fair - a Schuhplattler dance show together with the well-known Bavarian Weißwürst and Weißbier. Throughout the whole stand, films and animations carried the visitors off into the world of heavy-duty transportation. With a computer game specially designed for the fair, visitors could take on the role of a driver and drive an SPMT (Self Propelled Modular Transporter) via a joystick control themselves. With this, it was also possible to manoeuver a space shuttle through Los Angeles, transport a nacelle along a narrow winding mountainous road for assembling a wind power station or to bring a yacht from the shipyard to the port.

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View of the TII Group stand at the bauma in Munich

Print-ready images are available for downloading here:

https://www.wetransfer.com/downloads/95ea3f51e92f6c524dd847fb9ebe356720130513071632/b19697d2fd956b46099a253da5ed6ebd20130513071632/972aaa

Modular transporter with tradition: new generation of SPMT Split + Light and Power Pack Units with hybrid drive and new exhaust emission standard

The first generation of the SPMT (Self Propelled Modular Transporter) from SCHEUERLE is celebrating an important anniversary this year: 30 years ago, SCHEUERLE first developed this product line and introduced the vehicle onto the market under the name of "SPMT". At the bauma, SCHEUERLE presented the newly-developed SPMT Split version. The SPMT Split bogie units have a longitudinal pitch and, in combination with a conventional SPMT module, can be configured to form a 3-file combination (by which the divided file is also driven). As a result, better stability can be achieved with a high load centre of gravity if the route taken does not allow the use of a 4-file combination. On display was a combination consisting of a 6-axle SPMT with a coupled 6-axle SPMT Split.

All good things come in threes: 6-axle SPMT with coupled 6-axle SPMT Split and Power Packs on the loading area

The SPMT series has been extended also in the lower load segment. The most significant feature of the new SPMT Light series is the compact design of the vehicle modules. The platform dimensions of 6,056 x 2,438 mm with 4 pendulum axles guarantees optimum flexibility for smaller transport jobs, e.g. in production halls. Payloads of up to 86 tons (48 tonnes per axle line) can be reached per module while having a very low dead weight of 10 tons. The SPMT light is equipped with a Deutz diesel engine TCD 3.6 and conforms to the current EU 3B emission standard. Optionally it can be provided with a diesel particulate filter for operations inside production halls or enclosed areas. The SPMT Light modules can be mechanically coupled side-by-side or end-to-end. Electronically, longitudinal or transverse coupling in a loose coupling mode is possible. Of course, the SPMT Light comes with all the well-known advantages of the tried and tested, conventional SCHEUERLE SPMT such as the robust design of the bogies and the electronic multi-directional steering featuring all steering programs. Even the assembly of bolsters on the platforms does not present any problems. As an option, the SPMT Light can be equipped with a hydraulic equal lifting system.The SPMT Light can be coupled to the entire SPMT fleet. The possibility of coupling the different generation of vehicles to each other is thus guaranteed.

SPMT Light – compact all-rounder

The new Z150 PPU Hybrid features a 147 kW diesel as well as a 140 kW electric engine, and allows emission-free and low noise operations within closed halls. The second Power Pack new development is the PPU Z360 complete with the new Euro IV / IV EPA TIER final exhaust emission standard, and 360 kW diesel engine with 1800 rpm.

New development for wind turbine blade transport: Rotor Blade Adapter Generation II

At bauma 2013, SCHEUERLE presented Generation II of the rotor blade adapter. With the help of the new generation of adapters, rotor blades can be raised to an angle of 60° and is thus even better equipped to avoid obstacles such as trees or buildings. By means of integrated slewing gear, the rotor blade can actually turn on its own longitudinal axis up to +/- 110°. At the same time, a wind sensor warns against exceeding a parametrizable wind speed. The new rotor blade adapter can be mounted and operated when positioned on towed platform trailer combinations as well as self propelled modules, and ensures flexibility regarding the transportation of rotor blades from different manufacturers through the quick-release plate thus guaranteeing a high level of cost-effectiveness in daily use. The rotor blade adapter was exhibited on an InterCombi SP.

Visible far beyond the confines of the exhibition grounds: the Generation II rotor blade adapter of the TII Group

Complete range of solutions for the wind power industry
Another highlight for the transport of components for wind power stations was presented by SCHEUERLE - the wind tower bolster. This provides the ideal answer for the transportation of wind tower segments for negotiating the final stretch to wind power station sites located in difficult-to-access terrain. While previously, laborious manoeuvring operations when dealing with tight bends or even unloading the vehicle and moving the load with the crane presented difficult and time-consuming obstacles, SCHEUERLE now offers the optimal solution through the new wind tower bolster. The new wind tower bolster has a lifting and slewing function and is moved via a cable or radio remote control. When negotiating tight bends, the lifting function raises the wind tower in a parallel position up to 750 mm or even transversely at an angle of up to 15°. Furthermore the tower segment can be turned left or right up to an angle of 30°.

Two things delivering a first-class performance: an acrobatic jumper on the new swivelling and tilting wind tower bolster of the TII Group

The new generation of the MHD G2 SPE with 430 PS Power Pack - low driving height for concentrated loads
Very impressive with superior workmanship: due to its very rigid construction, the NICOLAS MHD G2 SPE has been specially designed for the transport of extremely concentrated loads. For road transportation, the MHD G2 can be used as a trailer or semi-trailer combination as well as coupled next to each other as a 2, 3 or 4 file combination. Coupling of different vehicle generations with one another is therefore

guaranteed. Thanks to the NICOLAS steering philosophy, the MHD has the lowest driving height on the market when loaded.

The MHD G2 – with low driving height for concentrated loads

Leader in tare weight, loading length load width : the EuroCompact
Generating considerable interest for the visitors was the Euro Compact which leaves the competition far behind. In terms of tare weight, axle and fifth-wheel load, load length of the deck, bogie lift and load width, it is superior to all comparable vehicles and, among other things, it stands out through a high degree of manoeuvrability: a 65° steering angle on the front pendulum axle dolly and 60° on the rear bogie ensures the best-possible handling even in difficult driving situations.

The Superflex: flexible optimisation of the load centre of gravity in a modular construction
A major topic of conversation was also the "Super Flex" which offers a high degree of flexibility. With this, it is possible for vehicles in a single-telescopic configuration to move the two front axle lines in 500 mm increments when telescoped between the gooseneck and rear suspension. For vehicles with a double-telescoping function, the axles can be moved towards the gooseneck as well as towards the rear bogie unit. With this innovation, it is possible to adapt the vehicle to suit the respective position of the payload centre of gravity and to optimally utilize each axle line. Thus, a more versatile and efficient use of the vehicle is possible. The technical axle load of the "Superflex" varies depending on the type of tyre used. With 245/70-R17.5 tyres, the technical axle load is 12 tonnes which increases to 14 tonnes axle load when using 285/70-R19.5 tyres.

Between the Superflex (with modular transporter piggy-backed) and EuroCompact: a prototype of the new excavator deck from the TII Group

Feed rate, exact dosage as required: K25 PowerBooster, can be coupled with vehicles from other manufacturers

Also the K25 PowerBooster combination - a joint product from SCHEUERLE and KAMAG, and driven by the Power Pack EN Z150 PPU - led to intense discussions and closely inspections. The PowerBooster technology was developed by Scheuerle and successfully introduced in 2010. The newly developed K25 PB (PowerBooster) platform trailer is likewise equipped with shiftable drive axles and can be towed at 80 km/h or can also driven by a shiftable PowerPackUnit (PPU) if required.

The TRACTOMAS of NICOLAS: brute power, precisely dosable

With an overall height of 4.51 m, an overall width of 3.48 m, a length of 10.87 m and a together with an engine performance of 1000 hp, the TRACTOMAS impressively showed during the bauma that it is definitely not an ordinary semi-trailer tractor. The know-how comes from the specialists at NICOLAS in France who have developed the largest semi-trailer tractor that has ever been built, and has pride of place in the Guinness Book of World Records. The TRACTOMAS is primarily used for transportation tasks in the mining sector (off-road and on public roads) and international road transport.

The TRACTOMAS from NICOLAS, the world´s most powerful tractor with almost 1000 hp

Road transporter for North America and Canada: the SCHEUERLE Highway Trailer

Likewise a highlight at the bauma: the new SCHEUERLE Highway Trailer. It has a loading height of about 945 mm and the loading length can be extended up to 32,500 mm. In addition, the new SCHEUERLE Highway Trailer complies with virtually all US States and Canadian permit requirements, and can be driven with a drawbar as well as an articulated gooseneck.

Fascination for technology: Bernd Schwengsbier, Managing Director of TII Sales, did not miss the opportunity to provide the commentary for the demonstrations

In great demand: the TII shop for fans and model enthusiasts

More about the companies of the TII Group:
Transporters from SCHEUERLE, NICOLAS and KAMAG are recognised across the world for their advanced technology and special product quality. At two manufacturing sites in Germany and one production facility in France, the company builds a wide range of specially designed vehicles for the transport of heavy loads. They are used in various fields of application. Reliability in daily use, high load capacity and a long working life make the vehicles a very important component of modern and efficient logistical operations. The history of vehicle technology for heavy transport vehicles is closely connected with the names of SCHEUERLE, NICOLAS and KAMAG. The companies combine tradition and innovation, and belong to the company group of the Heilbronn entrepreneur Otto Rettenmaier. The TII Group - Transporter Industry International - is world market leader in the development and manufacture of heavy-duty transport vehicles.

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