VAN DER VLIST
Extendible Manoovr with excavator trough

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AT VAN DER VLIST THEY ARE CONSTANTLY LOOKING TO OPTIMISE THEIR TRANSPORT FLEET WITH VEHICLES FOR ABNORMAL TRANSPORT THAT ARE EVEN MORE EFFICIENT. WITH THE TWO NEW VOLVO – NOOTEBOOM MANOOVR COMBINATIONS THEY HAVE TAKEN ANOTHER STEP FORWARD.

Van der Vlist

EXTENDIBLE MANOOVR WITH EXCAVATOR TROUGH

The list of requirements for this combination was a long one: a high legal load capacity, low dead weight and a low load floor almost speak for themselves. The cab of the tractor had to be low so that a road planer can be loaded over the cab. And there was more: the combinations had to measure less than 16.5m in length. For the transport of excavators an excavator trough was a necessity and for the driver the vehicle must be comfortable, straightforward and safe to drive. The final requirement: lower cost per kilometre.

THE NUMBERS

The technically-permissible total laden weight of the combination is 92 tonnes. This high value is mainly due to the Manoovr’s axles, which have a rated load capacity of 12 tonnes per axle line at 80 km/h. The low dead weight makes it possible for the combination to carry a load of more than 60 tonnes with exemption and with the low load floor it is possible – with exemption – to transport loads up to a height of 3.5 metres. Thanks to the excavator trough, the low load floor and the high load capacity the 5-axle Manoovr semi low-loader can carry machinery that previously needed a 6-axle axle low-loader with pendle axles and 2-axle Interdolly. With the Manoovr the combination is shorter, multi-functional and the purchase price is lower. An excavator trough is essential in order to restrict the total height when carrying excavators. In this version the excavator trough is 800 mm wide, with a vehicle width of 2.74 metres. And for the transport of road planers the length of the load floor can be extended by 3.5 metres.

COST PER KILOMETRE

When the Manoovr was being developed, lowering the cost per kilometre was a priority. Lower maintenance costs and a high residual value helped to achieve this. Replacing the tyres on a heavy semi low-loader is a major cost factor. The steering of the Manoovr considerably reduces tyre wear. On self-steering semi-trailers with a comparable load capacity the tyres sometimes need to be replaced after 50,000 km. Depending on the use the tyres of Manoovr are good for 300,000 km, which hugely reduces the cost per kilometre.