

GIANTS

ON THE ROAD

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VAN DER VLIST

Extendible Manoovr with excavator trough

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Van der Vlist

EXTENDIBLE MANOOVR WITH EXCAVATOR TROUGH

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.

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 4-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. ■



EXPERIENCES OF CORNÉ DE PEINDER

Corné has been with Van der Vlist for just over two years. He is very happy with his new employer and his new Volvo – Nootboom combination. Corné: 'This new combination was delivered three weeks ago. Nootboom was well represented with two men for on-site training and instruction. I was most impressed by the steering of the Manoovr. The Manoovr properly tracks the tractor. We often transport construction machinery and don't often need to extend the trailer, sometimes by a metre but that's all. If the trailer is not extended, the front axle tracks the tractor. When extended I switch the steering so that the front axle is rigid and the rear 4 axles are steered. I have never driven a trailer with steering as good as this. We often have to manoeuvre the vehicle and then the large steering angle of the Manoovr is an advantage. Before this I drove a 5-axle Nootboom semi-trailer with self-tracking axles. A very good trailer, still in excellent condition after eight years of intensive use, but with the Manoovr my job has become so much easier. Nearly every week during the night I transport road planers used for road works. I often have to reverse park in the dark. With this trailer this is no problem at all.'



- The 5-axle Manoovr semi low-loader with excavator trough can carry machinery that used to need a EURO-PX 2+4 to transport them