Loading Diagram

for 2 payload supports, on all main beams, symmetrically to the payload center of gravity (COG)

*HighwayGiant: Trailer combination 10 axle*

*Drawing: 50362418 / Loading length approx. 91,2 ft*

Maximum payload = 2 x 64,4 t = 128,8 t at 96 km/h

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Vehicle composed of: (dead weight approx. 52700 kg)

- drawbar coupling element
- HighwayGiant 4 axle 16 ft
- HighwayGiant 2 axle 16 ft

Identical marking of the axles represents hydr. mech. or pneum. connection of the axles in LONGITUDINAL direction

The speed limits are the theoretical allowed maximum speeds only depending on axle loads. For Salsa calculations it is assumed, that the center of gravity of the loading is located on the longitudinal axis of the vehicle. The effects of dynamic and exterior forces, acting on each transport, are not investigated. The operating manual of the vehicle units as well as the currently valid 'information on transport investigations' mandatory have to be observed.
Loading Diagram
for 2 payload supports, on all main beams, symmetrically to the payload center of gravity (COG)

HighwayGiant: Trailer combination 10 axle
Drawing: 50362418 / Loading length approx. 91.2 ft

Maximum payload = 2 x 86.15 t = 172.3 t at 80 km/h

Vehicle composed of: (dead weight approx. 52700 kg)

- drawbar coupling element
- HighwayGiant 4 axle 16 ft
- HighwayGiant 4 axle 16 ft
- HighwayGiant 2 axle 16 ft
- HighwayGiant 2 axle 16 ft

Identical marking of the axles represents hyd. mech. or pneum. connection of the axles in LONGITUDINAL direction

The speed limits are the theoretical allowed maximum speeds only depending on axle loads. For Salsa calculations it is assumed, that the center of gravity of the loading is located on the longitudinal axis of the vehicle. The effects of dynamic and exterior forces, acting on each transport, are not investigated. The operating manual of the vehicle units as well as the currently valid information on transport investigations mandatory have to be observed.
Loading Diagram

for 2 payload supports, on all main beams, symmetrically to the payload center of gravity (COG)

**HighwayGiant: Trailer combination 10 axle**

Drawing: 50362418 / Loading length approx. 91.2 ft

Maximum payload = 2 x 93.65 t = 187.3 t at 40 km/h

Vehicle composed of: (dead weight approx. 52700 kg)

- 50362110 drawbar coupling element
- 50362090 Highway Giant 4 axle 16 ft
- 50362090 Highway Giant 4 axle 16 ft
- 50362100 Highway Giant 2 axle 16 ft
- 50362110 drawbar coupling element

Identical marking of the axles represents hydr. mech. or pneum. connection of the axles in LONGITUDINAL direction.

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Loading Diagram

for 2 payload supports, on all main beams, symmetrically to the payload center of gravity (COG)

**HighwayGiant: Trailer combination 10 axle**

Drawing: 50362418 / Loading length approx. 91,2 ft

Maximum payload = 2 x 113,65 t = 227,3 t at 10 km/h (Tyre pressure has to be observed!)

Vehicle composed of: (dead weight approx. 52700 kg)

- drawbar coupling element 50362110
- HighwayGiant 4 axle 16 ft 50362090
- HighwayGiant 4 axle 16 ft 50362090
- HighwayGiant 2 axle 16 ft 50362100
- drawbar coupling element 50362110

Identical marking of the axles represents hydr. mech. or pneum. connection of the axles in LONGITUDINAL direction

The speed limits are the theoretical allowed maximum speeds only depending on axle loads. For Salsa calculations it is assumed, that the center of gravity of the loading is located on the longitudinal axis of the vehicle. The effects of dynamic and exterior forces, acting on each transport, are not investigated. The operating manual of the vehicle units as well as the currently valid ‘information on transport investigations’ mandatory have to be observed.