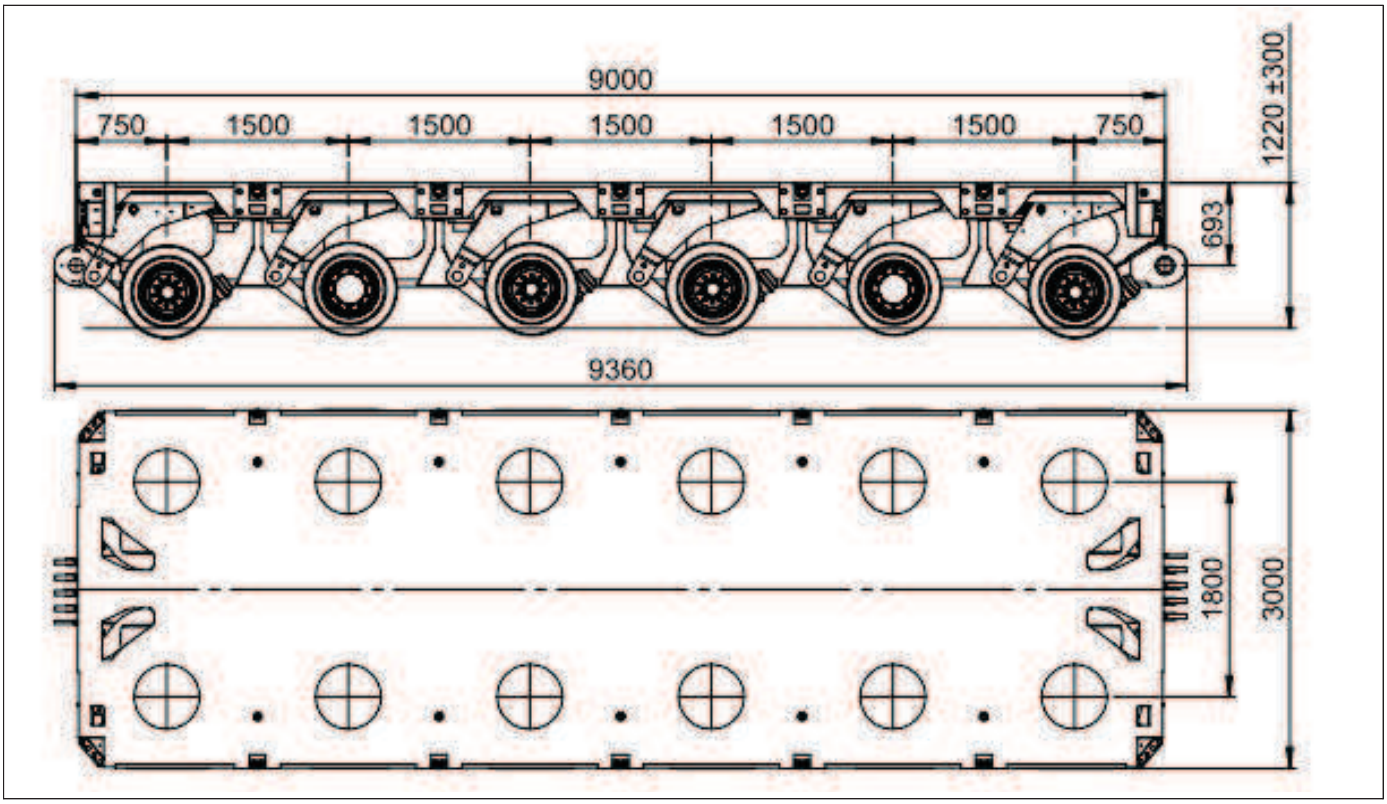
Technical Data Sheet

6-axle K25 H SPE 4
(Type K2506HSP4E)



Technical data

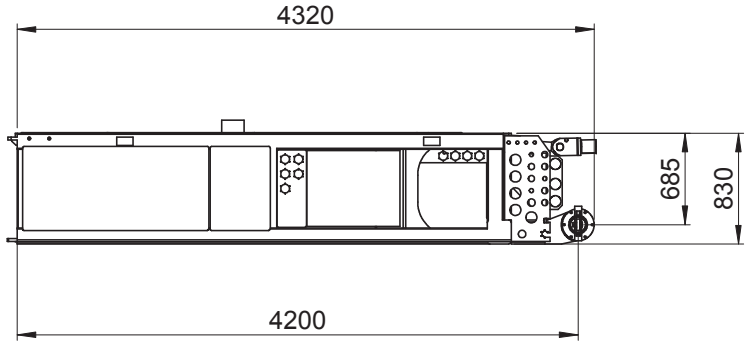
Drawing no.		51000936				
Travel speed [km/h]		15 km/h **)	10 km/h **)	5 km/h **)	3 km/h **)	1 km/h **)
Payload-max. [kg] *)		147.900	164.100	195.300	195.300	245.700
Deadweight-approx. [kg]		24.300				
Total weight [kg]		172.200	188.400	219.600	219.600	270.000
Axle load - admissible [kg]	6x	28.700	31.400	36.600	36.600	45.000
Platform dimensions (L x W)		9000 mm x 3000 mm				
Coupling length		9.000 mm				
Platform height-driving pos. (loaded)		1.220 mm				
Axle compensation		+/- 300 mm				
Platform height-lowered (loaded)		920 mm				
Type of steering/steering angle		slewing ring - hydraulic motor / max. +/- 140°				
No. of wheel bogies - total/braked		12 / 8				
No. of wheel bogies - driven		4				
Tractive force/braking force ***)		320 kN / 348 kN				
Brake system		equipped with a dual circuit brake system				
Travel speed-driven		up to 15 km/h ****)				
Tyres		48 x 215/75 R17,5 - 135/133J				
Operating temperature		-20 °C up to +40 °C				
Oil volume		-				

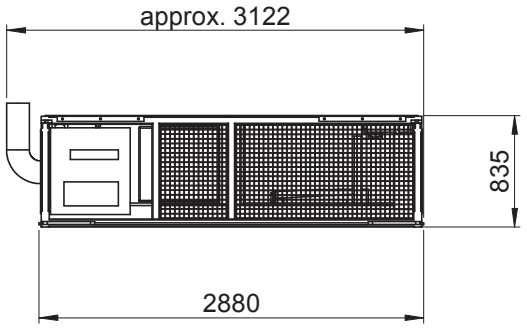
*) Payload without deadweight of PPU or other accessories

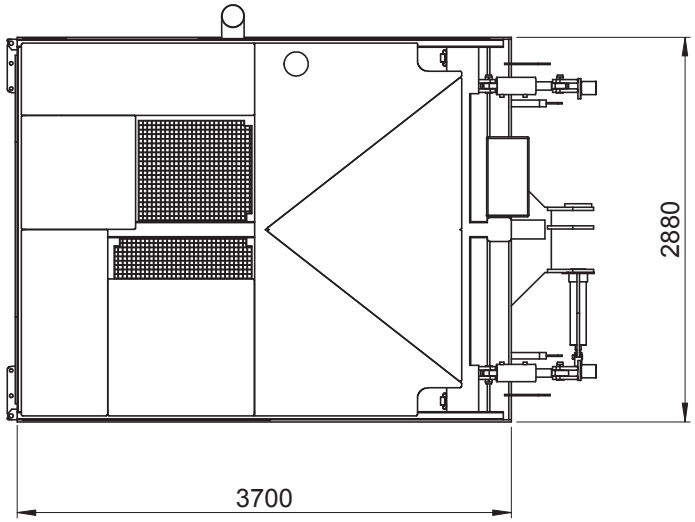
**) Attention! Tyre pressure has to be increased up to 12,6 bar

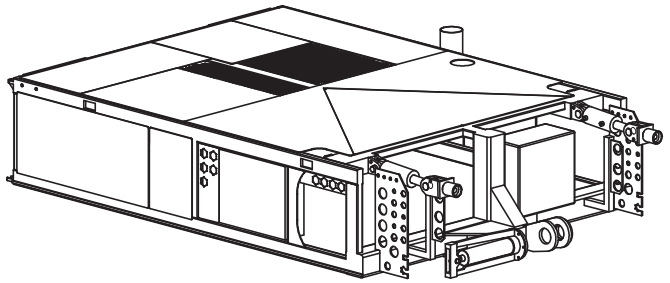
***) Attention-if the traction force is bigger than the parking brake force, please consider the instructions!

****) Depending on PPU - design and combination









Alterations to design and dimensions reserved!

Maßstab 1:40	Datum	Name
Gez.	18.06.2013	Plett
Gepr.	18.06.2013	Sommer
Urspr.	Ers.f.	Ers.d.

SCHEUERLE
FAHRZEUGFABRIK GmbH
Öhringer Str. 16
D-74629 Pfedelbach

Power Pack Z340 MA K03
K 25 SPE

50002818

Version 0

Bl. 1
1 Bl.

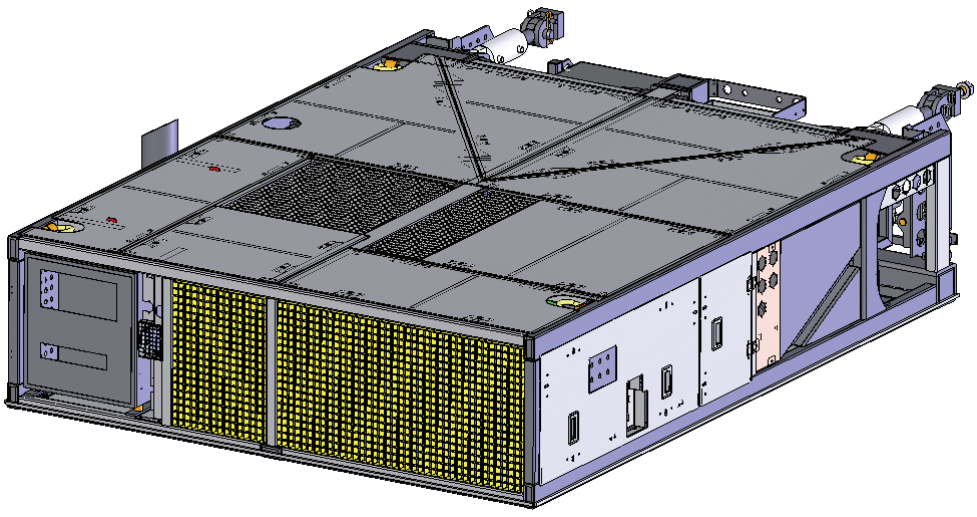
Power Pack PPU Z 340 MA K03 for K25 H SPE

50002818-2 **Technical Data Sheet**

Dimensions L x W x H	approx. 4.320 x 2.850 x 830 mm
Coupling length	approx. 4.200 mm
Dead weight	approx. 7.300 kg
Possible tilting angle of PPU upwards	approx. 12°
Diesel engine – Manufacturer / Type	MAN – D 2876 LUE 622
Exhaust emission category	EUROMOT IIIA / EPA tier 3
Number of cylinders / Design / Capacity	6 / in-line horizontal / 12 816 cm³
Performance	338 kW (460 PS) at 2.000 rpm
Torque	2.000 Nm at 1.100 – 1.500 rpm
Cooling system	Liquid cooling – charge air cooling
Admissible engine inclination – along /across	max. 15° / 2°
Starter – Voltage / Performance	24 V / 6,6 kW
Generator – Voltage / Performance	24 (28) V / 3.920 W (140 A)
Air compressor – flow rate / pressure	approx. 830 l/min at 8.5 bar (12 bar at the tire filler)
Fuel consumption	approx. 10 to 83 l/h
Batteries / Voltage	2 x 12 V, 225 Ah / 24 V
Fuel tank	approx. 400 l filling volume
Hydraulic oil tank for driving system	approx. 320 l filling volume, 240 l useable volume
Hydraulic oil tank for steering / support system	approx. 450 l filling volume, 340 l useable volume
1. Variable pump drive propulsion	$Q_{max.}$ = 345 l/min, $p_{max.}$ = 400 bar
2. Variable pump drive propulsion	$Q_{max.}$ = 240 l/min, $p_{max.}$ = 400 bar
1. Variable pump steering	$Q_{max.}$ = 360 l/min, $p_{max.}$ = 345 bar
Ambient temperature	approx. – 20 °C up to + 40 °C (- 4 °F up to +104 °F)
Suitable to operate a number of axles	max. 64 nos. of pendulum axles (32 axle lines) max. 20 nos. of driven pendulum axles

Options

Radio- / Cable Remote Control System	Part No. 50000391
Cable Remote Control System	Part No. 50000477



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Radio / Cable Remote Control

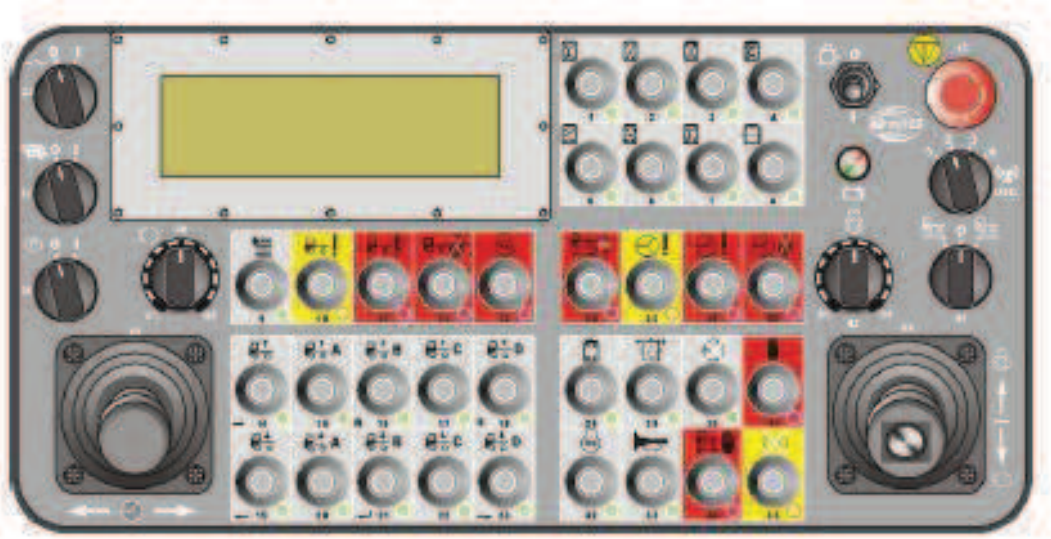
50000391-2 **Radio Remote Control / Cable bound**

Technical Data and Description

Dimensions L x W x H	approx. 470 x 250 x 520 mm (including breast plate)
Weight	approx. 7,3 kg (including rechargeable battery)
Range	up to 1.000 m (without obstacles), Cable length up to 10m
Transmission Performance	approx. < 10 mW
Service Time	up to 8 h (depending on battery condition)
Ambient Temperature	approx. – 20 / + 70 °C
Protection Category	IP 55 acc. to IEC 60529

The **Radio Remote Control** is optional equipment and consists of a radio transmitter and a radio receiver. The radio transmitter is arranged in a shock-resistant plastic housing with detachable standing brackets and contents displays, selector switches and joysticks. The radio receiver unit is pluggable either to the power pack unit, to the driver's cabin or to one of the platform trailers. The radio remote control is equipped with a protection bracket, thus preventing an undesired activation of the joysticks when falling to the ground. Hooked carrier straps allow comfortable and safe operating with the remote control.

The unit is weatherproof (protection category IP 65 acc. To IEC 60529) and designed for rough operation conditions. It is in conformity with the EC-Directives 98/37/EC, 1999/5/EC, 73/23/EEC and 89/336/EEC.



Following functions are available amongst others:

- System On/Off / Diesel engine shut off
- Control of steering / drive system / lift system / brake system
- Selection of steering programs / deceleration / slow drive
- Input of the values for variable distance steering
- Indication of supporting pressure / steering angle
- Supervision of major conditions
- Emergency stop of complete system / diesel engine

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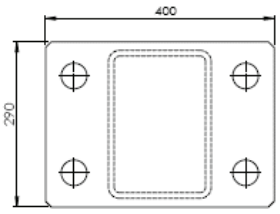
Technical Data Sheet

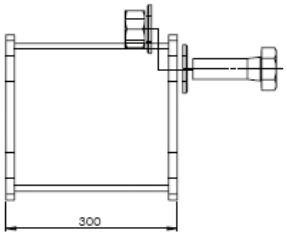
50001180 **Coupling Element**

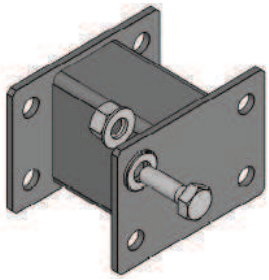
Technical Data and Description

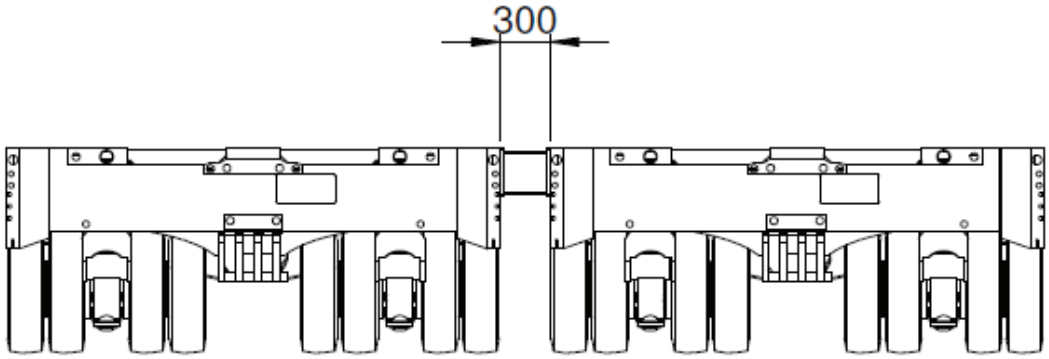
Dimensions L x W x H	approx. 300 x 400 x 290 mm
Coupling Length	approx. 300 mm
Connecting screws	8 nos. M 42 x 120 DIN 931 - 8.8
Weight	approx. 60 kg
Suitable for	Inter Combi: S0, S1, IC SPE, IC PB Euro Combi: L0, L2, L6, L8, L9 Flat Combi: M0. M1, M3, M4 Scheuerle – Kamag: K25 SPE

The **Coupling Element** is an optional equipment and designed as the connection element of platform trailers when arranged parallel side-by-side. The mechanical connection of the platform trailers affords expanded loading areas with the appropriate payload. The lateral longitudinal beams of the platform trailers are provided with 4 each of bores (Ø 50 mm) arranged in an equivalent distance to each axle line for to flange-on the coupling elements. Both sides of the coupling element have to be connected to the platform trailer by means of four screws, nuts and washers. Coupling elements should be attached to all coupling positions of the platform trailers, due to the fact that the coupling elements can only transfer a limited bending moment. The scope of supply includes 8 connection screws, nuts and washers each.









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Standard painting

50002100 **Corrosion protection and painting** **4. Version**

Structures and components	Scheuerle/KAMAG standard colour tone and corrosion protection
Vehicles: SPMT, IC-Serie, EC-Serie, FC-Serie, WC-Serie, Superflex, Eurocompact, K24, K25-Serie	Top lacquer of the vehicle upper side according to SCHEUERLE standard RAL-colours, covering colour of the vehicle lower side in RAL 7016 anthracite grey
PPU - frames and components: PPU Z350, Z340 Serie, Z150, Z100 Serie, PPU Z10, Z25, Z22	Top lacquer of the vehicle upper side according to RAL 7016 anthracite grey. The doors and aluminium coverings of the PPU Z150 and Z340 are powder coated in RAL 9006 white aluminium
Spacer	Top lacquering of the spacer upper side according to SCHEUERLE standard RAL-colour, covering colour of the vehicle lower side in RAL 7016 anthracite grey
Goose necks	RAL 7016 anthracite grey, control and store boxes at the left and the right side in RAL 9006 white aluminium
Drawbars, Drawbar coupling element, Distance block, track rods, control boxes	Top lacquering colour according to RAL 7016 anthracite grey
Diesel engines	Top lacquering colour according to RAL 7016 anthracite grey, considering the manufacturer´s painting regulations
Rims of driven axles	Top lacquering colour according to RAL 9006 white aluminium
Rims of braked axles	RAL 9006 white aluminium, powder coated
Hydraulic lines and couplings, various supports for hydraulic components, lines, hoses etc. assembly parts like screws, nuts, bolts, discs etc.	Protection by galvanizing and/or chromatizing.

SCHEUERLE/KAMAG–top lacquer according to RAL (German institute for quality assurance and labelling):

RAL 1003	RAL 1007	RAL 1021	RAL 1032	RAL 2004	RAL 3000
RAL 3002	RAL 3020	RAL 5015	RAL 5017	RAL 7012	RAL 7016

*Samples can differ to the real colour and if the client wishes a sample of the non-standard colour RAL 9006 can be handed in later

Pre-treatment before painting:

The surfaces of welded steel structures are shot-blasted by means of steel-gravel before lacquering, according to the swedish norm SIS 05 5900-SA 2½ respectively. DIN 55928-4, accuracy class 2

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Standard painting

50002100 **Corrosion protection and painting** **4. Version**

Painting:

- Prime coating with 2-component-epoxy-zinc-dust primer, latest within 3 hours after shot-blasting with a dry-film thickness of approx. 50-70 µm.
- Second coating with 2-component-primer with a dry-film thickness of approx. 50-70 µm.
- Top coating with 2-component-top lacquer, colouring acc. to SCHEUERLE's standard RAL-colours or acc. to customer's preference with a dry-film thickness of approx. 40-60 µm.
- The total dry-film thickness will be min. 150-190 µm.

Fig. SPMT-Combination:
Top coating of the vehicle's upper side selectable from Scheuerle/ KAMAG shade list (Fig. RAL 3020)
Top coating of the vehicle's lower side-RAL 7016

Fig. SPMT-Transporter:
Top coating of the vehicle's upper side selectable from Scheuerle/ KAMAG shade list (Fig. RAL 3020)
Top coating of the vehicle's lower side RAL 7016

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