



XXL LOGISTICS FEATURING

SELF-PROPELLED MODULAR
TRANSPORTER (SPMT)



OUR VEHICLES

We prefer using combinations of our 4th generation 6-axle SPMT for transporting XXL products. As our vehicles have polyfill tyres they can take up an axle load up to 20% greater than those with just the usual type of tyres.

Our Z350-type Power Pack Unit means we have no problems in negotiating steep inclines.

Our drivers have all been trained and certificated as such by the manufacturer. Their experience in this line of business stretches back over many years. After all, it's very important for us to look after your goods.

Main parameters per 6-axle module

Foamed tyres (polyfill)	
4 pendulum axles with drive, 6 pendulum axles with brake, 2 pendulum axles without drive	
Platform height (middle position)	1,500 mm
Negative stroke	350 mm
Positive stroke	350 mm
Platform dimension (L x W)	8,400 x 2,430 mm
Axle load	up to 48 t
Deadweight	23.5 t

Drive unit

Power Pack Unit (PPU) Z350	
Incl. rear lights and side marker lights, approved in accordance with section 70 StVZO (German Road Traffic Licensing Regulations)	
Deadweight	7.2 t
Dimension (L x W)	4,200 x 2,310 mm
Engine performance	350 hp

THE BLG HEAVY-LIFT SPECIALISTS

The Bremer Lagerhausgesellschaft established in 1877 turned Bremen into a pioneer in port development. We have meanwhile developed from a local port company into the globally operating BLG LOGISTICS GROUP with its 16,000+ workforce. Thanks to our specially trained personnel and efficient equipment we are able to transport all types of XXL products in the heavy goods field.





INTEGRATED LOGISTIC CHAINS FOR ADDITIONAL BENEFITS

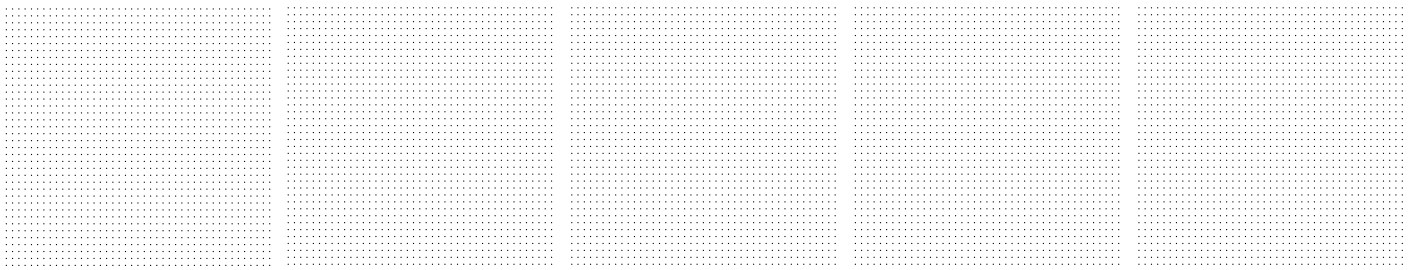
Thanks to our integrated logistic chains, we not only safely transport your heavy goods but can also temporarily store them with our innovative “Sleeper” storage and transport system. There is no need here to undertake any complex ground upgrading steps. An added advantage is the mobile BLG heavy-duty lifting and weighing system which can be combined with the SPMT. During weighing, heavy-load lifting cylinders raise the weighing rig and load until the component and support are no longer connected. A computer-controlled software package outputs the measurements. Using 20 loading cells a total weight of up to 4,800 tonnes can be weighed to a (+/-)0.5 % accuracy.

MORE THAN JUST TRANSPORTING: PREPARATION AND FOLLOW-UP

BLG provides its customers with complete system services. This means that, apart from actually transporting heavy goods, we also take on acquisition, production, distribution and handling logistic services for you. Rounding off our proposal are our own heavy-load terminals complete with intermodal transport connections and haulage services.

SIMULATION-BASED RELIABILITY

To start with, our engineering team collects all the cargo and surrounding data needed for the transport for heavy load transfer simulation at the computer using the SALSA Plus program developed by the manufacturer. SALSA Plus enables our staff to analyze axle loads and loading and to calculate stability over the entire length of a section. A gradient function mechanism allows the permitted axle compensation of the vehicle combination to be reliably simulated. The program can also draft steering diagrams, dimensional sketches and loading diagrams for the combination chosen. Parameters can be used to input loading cases such as traverse or longitudinal inclination, brakes, wind or cornering. In this way, both the axle load distribution and stability in relation to the respective tilting line can be computed. Minimum turning curves can also be drawn up.





Transport of a rotor blade prototype (83.5 m Length, 34 t weight) with 2x 6 axles



Transport of a jacket for an offshore substation weighing 1,850 t with 2x 30 axles



Transport of an offshore topside section weighing 1,200 t with 4x 12 axles

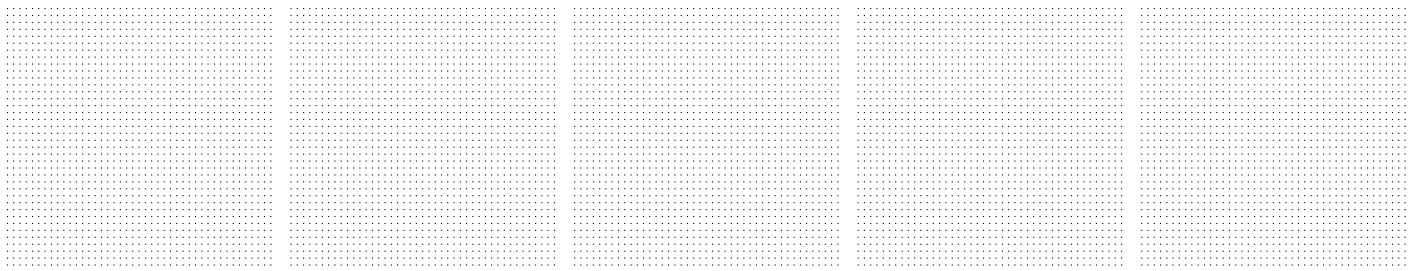


Transport of a ship section (280 t) with 2x 18 axles



Transport of modules for a power plant (194 t) with 1x 18 axles

Photo by Vattenfall/Bedeschinski



CONTACT DETAILS

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