


rev.	change-nr.	realized changes	date	name
Alterations to design or dimensions reserved				
desig.	date	name		
inspe.	09.02.2017	Schuele	Transporttechnik GmbH & Co. KG Liststrasse 3 D-89079 Ulm	
SFlins.				
source:	64233520-P			
material: norm: weight:			Shipyard Transporter U1408H HS5E	
A2			64269782-P	version 0 sh. 1

Copyright: DIN 34 / ISO 16016

Shipyard Transporter

Type U1408H HS5E

Design similar drawing	64269782-P		
Loads and weights:		nominal	max.
Payload			517.000 kg
Dead weight			91.000 kg
Total weight			608.000 kg
Wheel bogie load	16 x		38.000 kg
Tyres	64 x		12.00 R20 PR20 air
Performance:			
Number of wheel bogies / axlelines		16 units	8 units
Number of drive wheel bogies			5 units
Number of braked wheel bogies			11 units
Number of steered wheel bogies			16 units
		nominal	max.
Traction force ¹			480 kN
Gradient ability- loaden ²			6,0%
Max. speed- unladen ³			14 km/h
Max. speed- loaden ³			6 km/h
Engine Performance:		Alternative:	
Diesel engine Deutz TCD 16.0 V8			
440 kW (=598 PS) - 1900 rpm			
EU Stage 4 / US EPA Tier 4 Final			
Watercooled, turbocharged, charge air-cooled			
Dimensions:			
Length platform / total		24.000 mm	24.000 mm
Width platform / total		7.000 mm	7.000 mm
Platform height (lowered / drive position)		1.600 mm	1.950 mm
Axle compensation			+/- 350 mm
Total lift			700 mm
Steering angle			+/- 100 °
Turning radius (inner / outer)		0 mm	13.300 mm
Others:			
Ambient temperature*		normal operation	-20 °C / +40 °C

(*) For operation down to -30°C ambient temperature, the transporter is equipped with special features (see option no. 51001388)

Scope of Supply: SIEMENS electronic with 12" touch display in each cabin, software for electronic multimode steering, pneumatic brake system, hydrostatic drive system, overload protection and weighing device, box with special tools.

Note: All specified values are approximate indications.

(1) at 1km/h and 360 bar - (2) at 1 km/h, rolling resistance 23 kg/t.

(3) Rolling resistance 23 kg/t, on dry and even road

Additional under platform cabin



Fig.030_002

Main features:

- Sound insulated single cabin which is of compact design with adequate space for the driver. Dimensions: L: 1605 mm x W: 1154 mm x H: 1250 mm.
- Driver seat hydraulically suspended, with fore- and aft adjustment as well as adjustable backrest.
- Front, rear and side windows constructed from safety plate glass to provide good forward and lateral visibility.
- Windscreen wiper and washer system for the front window.
- Practice- orientated arrangement of controllers and pilot lamps to ensure comfortable control and supervision and safe operation of the transporter.
- Controls and instruments are clearly arranged with indirect non-dazzling lighting.
- Accelerator pedal and brake pedal.
- 2 rear view mirrors, sun visor, ashtray.
- Hinge-type cabin door, opening to the rear.
- Optional with extra charge: Air conditioner, diesel heater.
- Touch- Display 6"/ 12".
- All indicator and control lamps are LED.
- Equipped with a big controller and lift switch.
- Emergency operation for all important functions.

Radio/ Cable Remote Control

For type 1400E, 1600E and K24

51000470	Technical description	V1.01
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Technical data:

Transmitter dimensions L x W x H	approx. 330 x 220 x 200 mm
Transmitter weight	approx. 4,1 kg (including rechargeable battery)
Range	approx. 200 m (without obstacles), cable length 10m
Transmission Performance	approx. < 10 mW
Service Time	up to 8 h (depending on battery condition)
Ambient Temperature	approx. – 25... / + 50 °C
Protection Category	IP 65 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 displays, selector switches and joysticks. The radio transmitter unit is pluggable either to the power pack unit, to the transporter, to the driver's cabin or to one of the platform trailers. Due to the extraordinary design there is no protection bracket needed, because an undesired activation of the joysticks, when falling to the ground, is avoided by its own housing. 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.

The operation of the units takes place in regular operation with the remote control which can be used in cable mode as well as in radio mode. In cable mode, the remote control can be used with every transporter. In radio mode, it can only be used a remote control that has been coded for a transporter with an activated receiver.



Fig. 1: Radio/ cable remote control

Following functions are available amongst others:

- System On- Off/ Diesel engine shut off
- Control of steering/ drive system/ lift system (for the K24 there is an option to lift and lower the individual vehicles or the total compound) / 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
- Lighting

Technical data

No. 51001240

V. 1.00



Diesel heater

Top of & under platform cabin

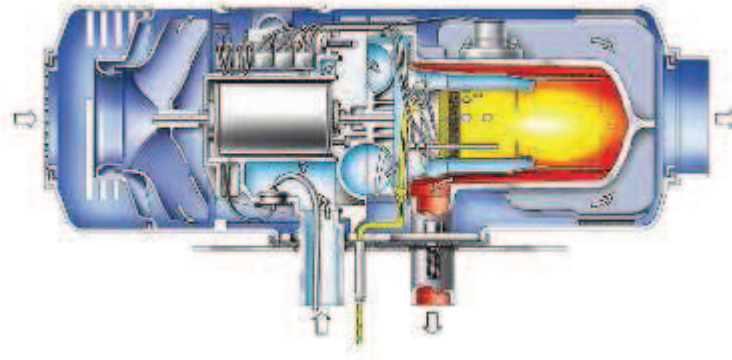


Fig. 033_000



Fig.001_000

Technical data

Heating performance	approx. 2 kW
Fuel	Diesel DIN 51601 or heating oil EL
Fuel consumption	0,2 l/ h
Electrical power	approx. 25 W (operation)
Nominal voltage	24 V

With defroster nozzles for the wind screen

Air conditioner without warm water heater

Used for 2 under platform
cabins



Fig.030_001



Fig.035_000

When using a vehicle with two driver's cabins, then a special air conditioner is needed. The above detailed technical data is for each cabin.

Technical data

Cooling performance	5,8 kW
Air performance	468 m ³ / h
3 Air nozzles	
3 Step switch	
Used for 2 under platform cabins	
Installed at the rear panel of the cabin	

Remote Maintenance for KAMAG-Transporter

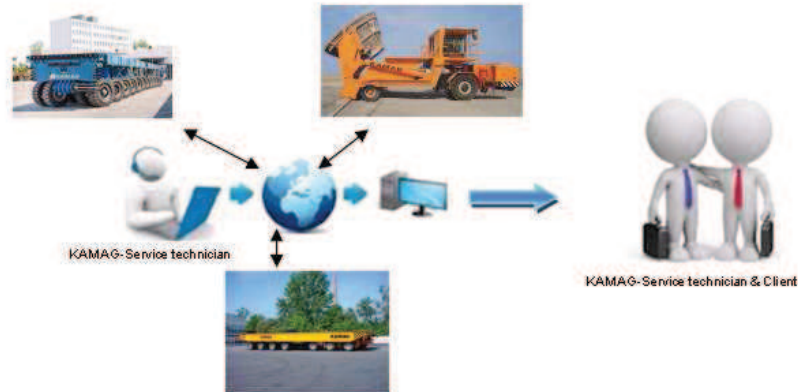


Fig.130_000

Scope of functions:

With the remote maintenance it is possible to access the KAMAG-Transporter from all over the world. The client decides which functions he needs currently.

- Function 1: Weekly mailing of an e-mail informing about the current status. I [Standby]
- Function 2: On-board-diagnosis for KAMAG-service employees [Online]
- Function 3: On-board-diagnosis + access to the software for KAMAG-programmer [Online]

Function 1: Weekly mailing of an e-mail informing about the current status

Weekly, the router for the remote maintenance sends an e-mail to the KAMAG-Server- informing about the status of the vehicle. From there, the e-mails are distributed to the determined persons.

1. Reception

- The persons who receive the status e-mail will be determined by the client.
- KAMAG-service employees.

2. Subject

In the subject line of the status e-mail, the following information has to be included:

- Chassis number
- Client's name
- Operating hours
- No. of alarms during the last week.
- No. of shut downs during the last week.

3. Attachment

The attachment of the status e-mail provides the following information:

- CSV-file with all alarms and shut downs of the last week.
- All status messages with timestamp in the following format: „Day/Month/Year/Hour/Minute/Second“
- All status messages with a clear error number.

Remote Maintenance for KAMAG-Transporter

Function 2: On-board-diagnosis for KAMAG-service employees

The KAMAG-service employees can access the eWON-router with a usual Internet-Browser like e.g. „Internet Explorer“ or “Firefox“. Only the registered KAMAG-service employees can use the on-board-diagnosis. The user gets only read authorisation. The access to the transporter will be with a secure VPN-connection.

On-board-diagnosis

On the webpages of the router, the following information will be displayed:

- Chassis number.
- Date and time.
- All data from the vehicle’s display are given in tabular format, i.e. revolution of the Diesel engine, lifting pressure, condition of the hydraulic filters etc.

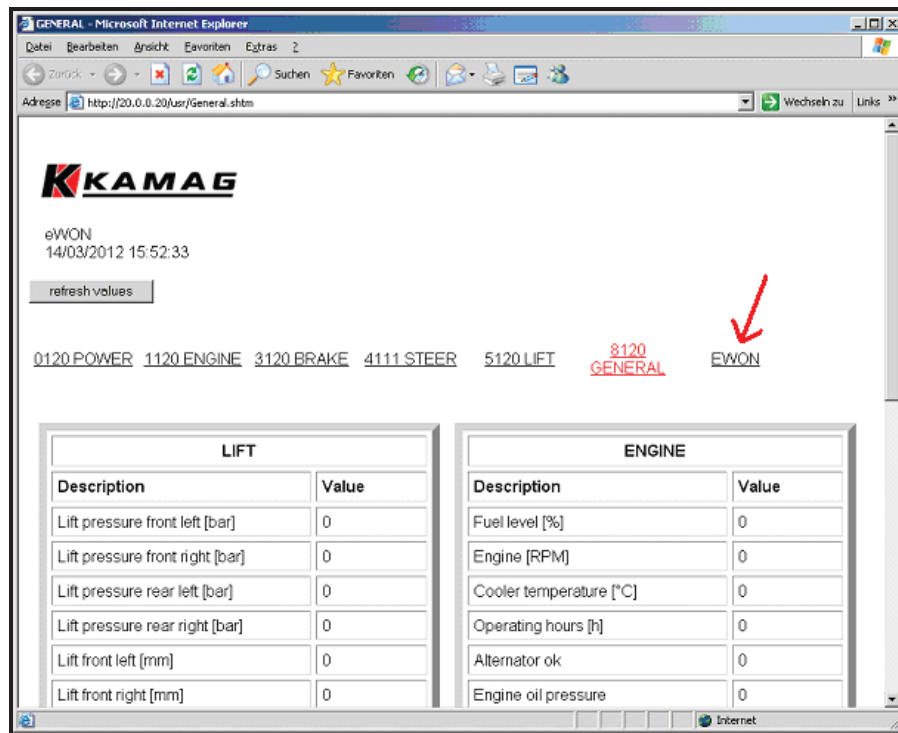


Fig: On-Board Diagnose, General

Function 3: On-board-diagnosis + software access for KAMAG-programmer

The KAMAG-programmer has a complete access to the electronic and can access the vehicle from his usual working place. Only registered programmers can access the transporter. The programmer has the complete read and write authorisation. The access to the vehicle is with a secure VPN-connection.

Remote maintenance set

Each remote maintenance set includes the necessary hardware, SIM-card incl. fees, weekly mailing of status e-mails and for 5 years 4 accesses per year to the on-board-diagnosis. Further accesses will be charged separately.