

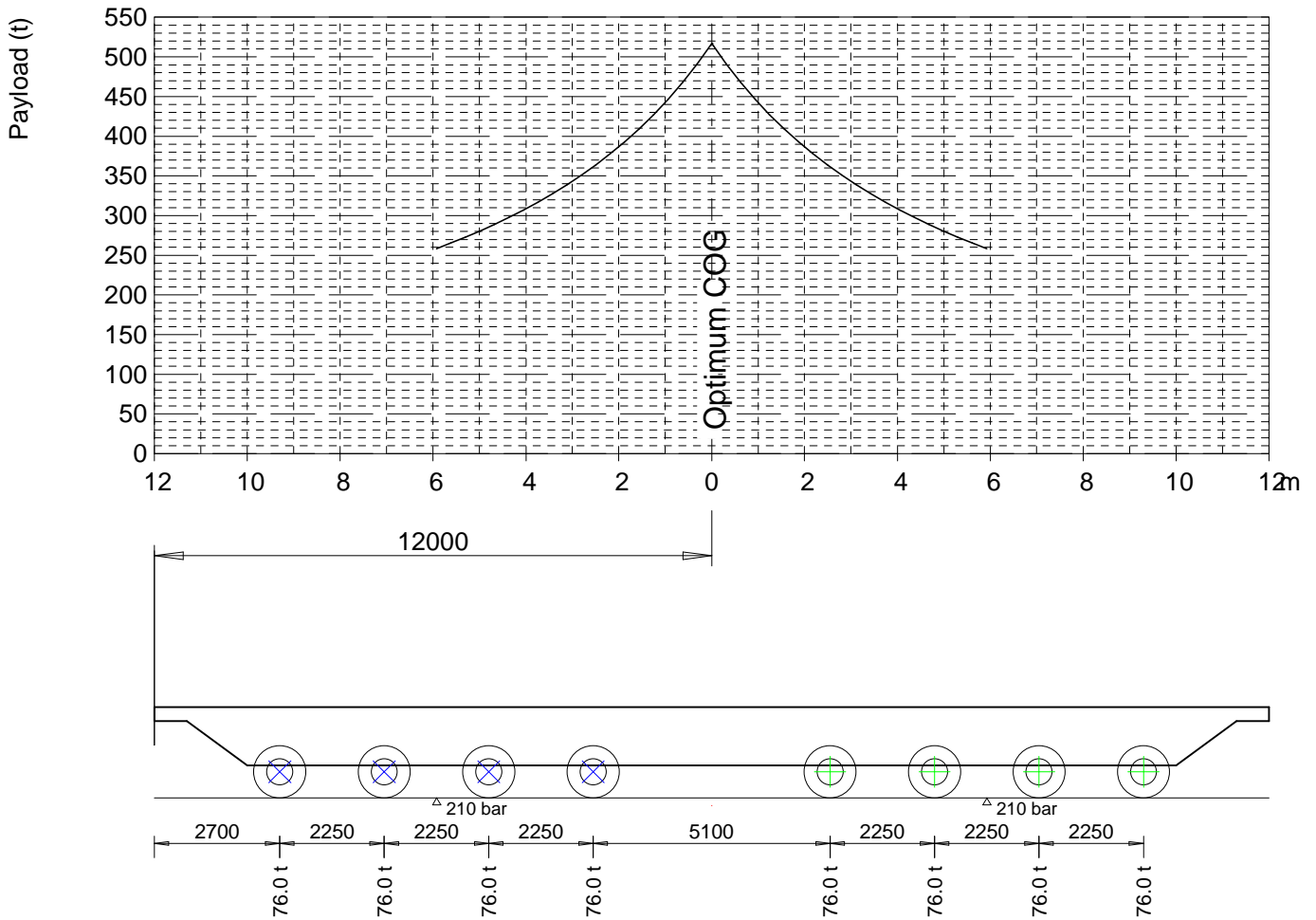
Payload Displacement Diagram

Admissible payload depending on the position of center of gravity (COG)

KAMAG U1408H HS5E

Drawing 64269782-P

Maximum payload = 517,0 t at 5 km/h (Tyre pressure has to be observed!)



Vehicle composed of: (dead weight approx. 91000 kg)

SNr: 64269782
 U1408H 38tx16 2000-12698

⊗ ⊕ 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.

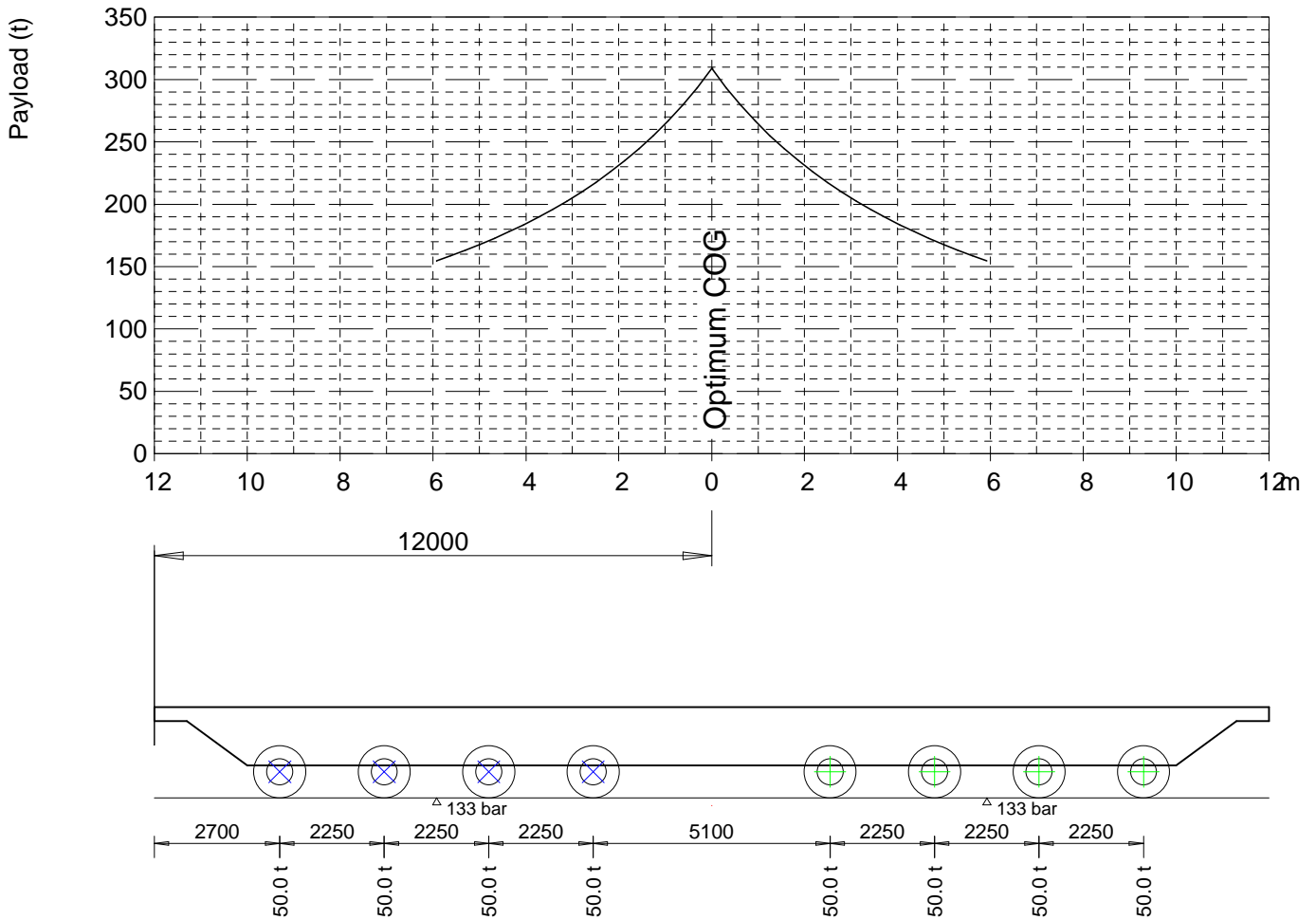
Payload Displacement Diagram

Admissible payload depending on the position of center of gravity (COG)

KAMAG U1408H HS5E

Drawing 64269782-P

Maximum payload = 309,0 t at 10 km/h (Tyre pressure has to be observed!)



Vehicle composed of: (dead weight approx. 91000 kg)

SNr: 64269782
U1408H 38tX16 2000-12698

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

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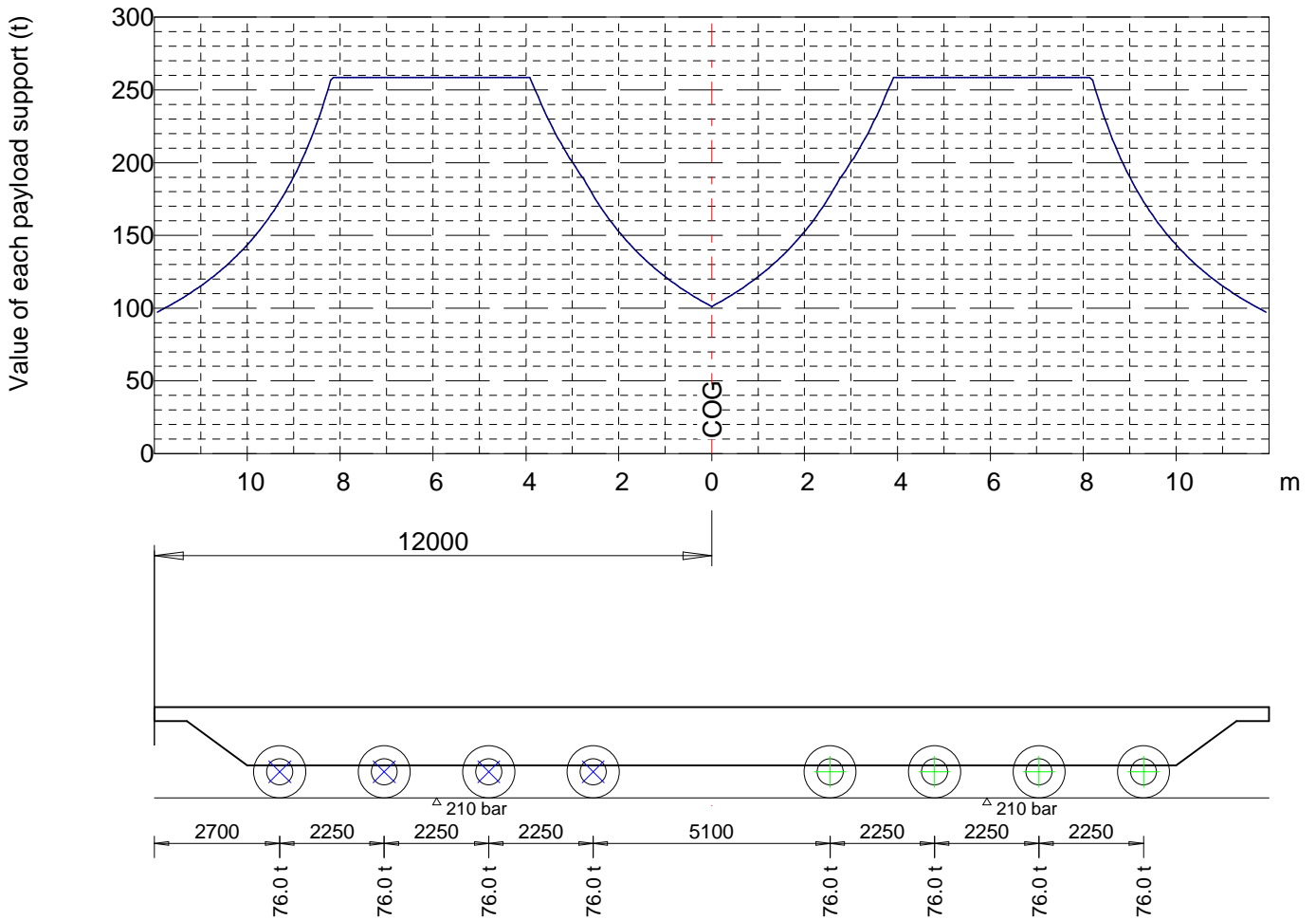
Loading Diagram

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

KAMAG U1408H HS5E

Drawing 64269782-P

Maximum payload = 2 x 258,5 t = 517,0 t at 5 km/h (Tyre pressure has to be observed!)



Vehicle composed of: (dead weight approx. 91000 kg)

SNr: 64269782
U1408H 38tx16 2000-12698

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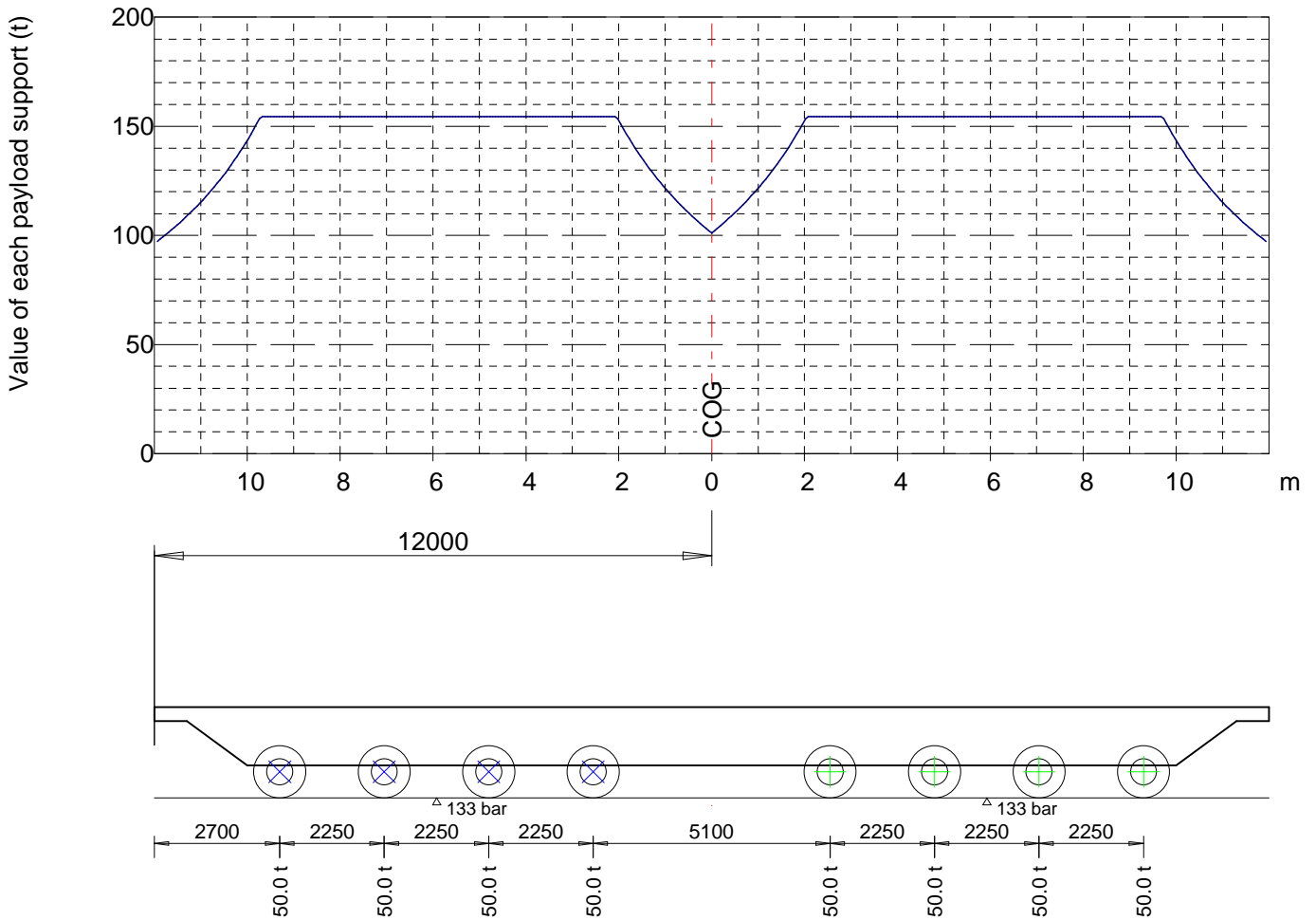
Loading Diagram

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

KAMAG U1408H HS5E

Drawing 64269782-P

Maximum payload = 2 x 154,5 t = 309,0 t at 10 km/h (Tyre pressure has to be observed!)



Vehicle composed of: (dead weight approx. 91000 kg)

SNr: 64269782
 U1408H 38t x 16 2000-12698

⊗ ⊕ 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.