

4 x 4 Axle Full Widening Low Loader with Two Rear Steers

Drawing reference: 247-A1W

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| Forward Length | 11.68m |
| Rear Overhang | 3.8m |
| Deck Length (Bottom): | 12.2m (includes beaver tail) |
| Width | 2.5m Closed 3.5m Open Widening to 2.5, 2.9, 3.1, 3.5m |
| Deck Height | 950mm on 17.5 tyres (deck lowers 90mm when loading). |
| ATM Rating | 65 tonne |
| Tare | 14,600kg approx. |
| Gooseneck | Wear strap fitted to front face of Chassis rails. |
| King Pin | 2" Drop In. |
| Skid Plate Height | Skid plate height to suit 5th wheel |
| Sliding Skid Plate | Fitted with single pin sliding oscillator. For multi position. Allows for fitment to a range of equipment. Operated with air actuated lock rams. |
| Chassis | Fabricated I Beam construction with the axles set through the chassis for the lowest deck height and max strength. Top and bottom straps and coamings from grade 80 high tensile steel. |
| Coaming Rail | 6mm grade 80 high tensile steel plate |
| Load Restraints | Chain load restraints set into coaming rail, deck plate outside edges and inner coaming rail. Rated at 10 tonne each. One load restraint per side on gooseneck. |
| Decking | 6mm AR 450 wear plate at beavertail and axle group, 5mm running forward. |
| Beaver Tail | Beaver tail angle set at 10 degrees with 2 cleats fitted either side of the beaver tail apex. |
| Ramps | Manufactured from grade 80 high tensile or equivalent steel. Single fold, full hydraulic, plated in 6mm AR 450 wear plate with cleats fitted at approx. 400mm staggered centres x 400mm long to avoid track equipment "binding up". Includes profiled holes to reduce |

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| | wind drag. Ramp width each; 900mm wide x 2.8m long. |
| Suspension | Tidd trailing beam on double acting hydraulic suspension, fitted with hydraulic lock valves to all axles. |
| Axles | 4 x BPW™ 17.5 studded hub grease filled, of which 2 are BPW self centering steer axles |
| Rims | 17 of 17.5 X 6.75 steel wheels 10 stud. |
| Tyres | 17 of (includes spare) 235 75R 17.5 tubeless radials. |
| Spare Tyre Mount | Provision for 2 spares on gooseneck |
| Steering | The rear axle (2x) is a BPW self-centering type. 2 solenoids supplied to allow locking in straight ahead position or when in reverse. |
| Braking | To meet ADR requirements |
| Lighting | LED lighting system |
| Hydraulics | Control Valve to operate deck widening at rear ramps and suspension fitted LHS just ahead of Wheel Group. All valves are plumbed to the front for PTO hook up or power pack. Ramp valve includes "Float Mode" to avoid damaging cylinders on uneven ground. |
| Landing Legs | Heavy duty RHS drop down and pin type |
| Tool boxes | 1 each side of the main deck between axles 2 & 3 |
| Paint | Grit blasted, primed and painted in 2K paint system, electrostatically applied for full coverage. |

Please Note: Specifications shown above for Australia, please contact us for specification for New Zealand and other countries.

Trailer Options

TRT has a wide range of standard and customisable options available for each trailer. These options are designed fit for purpose.

- Other deck lengths available, designed to suit your applications
- Power pack – either petrol or diesel
- Double fold ramps
- Auto greasing system
- Conveyor belt deck covering
- Accumulators (hydraulic suspension only)
- Manifold greasing
- Chain trays
- Non-skid deck coating
- Widening stool (axle widening option only)
- Alloy wheels
- Water tank fitted to gooseneck
- Stainless steel load restraint protectors
- Hydraulic winch
- Weigh gauges

Design and Engineering

TRT has a full range of design and build capability. If you require a transport solution or have a specific purpose for your new trailer, TRT are able to work with you from initial sketches or specifications to create fully engineered design solutions for your payloads now and in the future.

Manufacturing

TRT design, fabricate and manufacture in house. TRT are accredited ISO 9001:2015, quality is critical to ensure your trailer will meet and in most cases exceed your requirements to minimise payback period. When you choose a trailer from TRT, it's for the long haul.



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