

4 x 8 Box Beam Widening Low Loader with Rear Steer

Drawing reference: 243-A01W

Forward Length	10.7m
Rear Overhang	4.9m
Deck Length	11.5m
Width	3.05m closed, 4.2m open
Axle Spacing	2.4m
Deck Height	Travel height 950mm on 235 75 R17.5 tyres. (Deck lowers 100mm when loading).
Suspension Stroke	200mm axle travel. Giving good ground clearance.
GVM Rating	120 tonne
Tare	18,600KG
Gooseneck	Wear strap fitted to front face of chassis rails. Gooseneck design is as low profile as possible whilst maintaining sufficient clearance on the underside for your prime mover to swing.
Hydraulic Fully Compensating Gooseneck	Gooseneck fitted with TRT's Hydraulic fully compensating cylinder. This is plumbed to an accumulator to allow constant weight on the drive during road mode. It is supplied with a manual handle to adjust (lift lower the front of the trailer), for deflection due to load or to achieve more ground clearance on tight cambered terrain. This Gooseneck design allows the Skid plate to move up & down depending on the terrain automatically taking all the shock & stress out of the complete combination
King Pin	1 x 3 1/2" drop in pin supplied. Bosses take either size.
Skid Plate Height	1380mm, with deflection taken into account at full capacity of 70 tonne. Heavy Duty bracing on skid plate.
Chassis	Fabricated double I Beam Construction. Complete trailer built from Grade 80 Steel.
Coaming Rail	6mm Grade 80 Hi Tensile Plate. This is pressed at the bottom edge with the top edge plasma cut in a radius to achieve a positive camber of around 20-25mm.

Load Restraints	Chain load restraints set into coaming rail and outer edge of deck face Rated at 10 tonne each. Additional load restraints fitted to inside of chassis & load restraints fitted each side of gooseneck.
Decking	6mm AR 450 wear plate at beaver tail, over axle area & running forward from front axle, Pressed over beaver tail (not welded) Deck plate edge will be welded to coaming forming an 8mm lip. Internal deck area fully enclosed.
Beaver Tail	Beaver tail angle set at 10 degrees. 2 cleats fitted either side of the beaver tail apex.
Ramps	Manufactured from grade 80 Hi-tensile steel. Single fold, full hydraulic. Plated in 6mm AR450 wear plate with full width cleats fitted to the outside edge welded at 400mm centres, (note cleats are staggered to avoid grouser hung up. C/w profiled holes to reduce wind drag. Ramp width – 900mm each x 2.8m long.
Widening	The widening boxes control the widening of the trailer from 3100mm out to 4.25m wide while empty. Widening Boxes contain rams to widen. There are air pinned positions (for the front & rear Locks) at 3.1m, 3.30, 3.60, 3.90 and 4.25m widths. The tie rod steering lock pins manually. Trailer can widen on its own hydraulic power without rolling forward.
Steering	<p>The steering will consist of 3 modes:</p> <p>Fixed – To allow for the axle to be locked in the straight ahead position.</p> <p>Castor – To allow for 4th Row to Float.</p> <p>Manual – To allow for hydraulically turning the axle to a variant of the total 15 degrees available. This is achieved via radio remote.</p> <p>The axle will be tied across the trailer with an adjustable tie rod to ensure parallel tracking.</p> <p>The caster/manual mode will be controlled by remote controller with an indication light to advise the position. Proximity sensor detect the straight-ahead alignment position, (these have no moving parts). An LED's need to be fitted to the prime mover for this purpose. Prime mover fit out is not included in the quoted price.</p>
Steering Power Pack	Diesel power pack (steering only) located on the RHS of the gooseneck. Includes covered storage box with hinged and lockable lid.
Remote Control	Lodar remote for steering.
Suspension	Tidd trailing beam on Double acting Hydraulic Suspension, fitted with Hydraulic lock valves to all axles. (Allows you to walk the trailer up on blocks for additional height come service time). All tyres can be changed without using a jack. Suspension legs are fitted with protective sleeves to protect ram spear and to keep dirt out.

Axles	6 of 17.5" BPW rigid axles with 200mm brake linings and 2 of 17.5 BPW/TIDD self-steering axles with 150mm brake linings - 10 stud grease filled hub axles.
Rims	33 of 17.5 x 6.75 - 10 stud steel wheels (includes 1 spare).
Tyres	33 of 235 75R 17.5 radials. (includes 1 spare).
Spare Tyre Mount	Provision for spares on the Front of gooseneck, stowed vertically.
Braking	To meet NZ heavy brake regulations.
Lighting	LED lighting system. Multi Volt. Side markers 3 per side. Beacon on inside of ramp.
Hydraulics	Control valve to operate deck widening, rear ramps & suspension placed in the coaming rail LHS, just ahead of 1st axle. Ramp valve includes float mode to avoid damaging cylinders on uneven ground. Hydraulic valving plumbed to PTO Couplings. Steering controlled off power pack.
Greasing System	Manual
Landing Legs	Heavy duty RHS drop down & pin type, supplied with lifting handle. Built from 100 x 100 x 6mm wall RHS.
Tool Boxes	2 of per side, plus 1 additional chain trays per side. Flat bar welded to inside face each side of toolboxes to allow grab hooks to be stowed.
Hub Odometer	Fitted centre axle LHS.
Paint	Grit blasted, primed and painted in 2K DuPont Fleetline™ paint system, electrostatically applied for full coverage.

Please Note: Specifications shown above for New Zealand, please contact us for specification for Australia 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
- 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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