

3 Rows of 8 (3x8) Fixed Width Low Loader with Rear Steer

Drawing reference: 104-A0W

Forward Length	11.0m
Rear Overhang	4.2m
Deck Length	11.5m including beavertail. 10.8m behind neck
Width	3.05m
Axle Spacing	2.4m
Deck Height	950mm on 17.5 tyres (deck lowers 90mm when loading).
GVM Rating	80 tonne
Tare	13,700kg approx.
Gooseneck	The Gooseneck is designed to allow Plant to be loaded well forward. Built from Grade 80 Hi Tensile plate (same as main Chassis). Wear plate will be fitted to the Flange face that will contact the load.
King Pin	1 x 3 1/2" Drop in Pin supplied Bosses take either size.
Skid Plate Height	Skid plate height to suit 1320mm 5th wheel. 2 nd position 900mm forward of truck position for the dolly. Both positions in a ridged plate designed for the Dolly & Prime mover having a Fully Oscillating 5 th Wheel).
Chassis	Fabricated double I Beam Construction. Trailer frame 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 25mm. The coaming rail is a deep 360 mm section to reduce deflection.
Load Restraints	Load restraints in coaming rail, 5 in deck centre, 2 at the base of the Gooseneck, 1 each side on the side of the Gooseneck. 4 in the corners at each wheel group opening. All rated at 10tonne
Decking	Fully plated in 6mm AR450 wear plate at the front section. Centre section will be 8mm Grade 80 the deck will be cut out around inside duals to allow access (1351mm x 1464mm). Deck will plasma cut to allow fitting of conveyor belt.

Beaver Tail	Beaver tail angle set at 10 degrees. 2 cleats fitted full width either side of the Beaver tail apex.
Ramps	Manufactured from Grade 80 Hi-tensile steel. Single fold, full Hydraulic, Plated in 8mm Steel Sheeting with cleats fitted full width, 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.
Suspension	Tidd hydraulic double-acting suspension to give maximum travel (200mm axle travel). Lock off valves allow for axles to be individually lifted. These will be fitted at each axle line.
Axles	Axles 1 & 2 will be non-steering BPW 10 stud 17.5" with 300 x 200 brakes. Axle row 3 will be steering BPW 10 stud 17.5" with 300 x 150 brakes. Axle rows will be spaced at 2400mm.
Rims	25 of 17.5 x 6.75 - 10 stud steel wheels (includes 1 spare).
Tyres	25 of 235 75R 17.5 radials. (includes 1 spare).
Spare Tyre Mount	1 Spare tyre mounted up on the gooseneck. Provision for 2 each side.
Braking	To meet NZ heavy brake regulations.
Lighting	LED lighting system. Light system includes 1x LED type flashing beacons mounted to rear ramp face.
Hydraulics	Ramps and suspension adjustments are routed to a central control panel LHS in front of 1 st axle row. The hydraulics are driven from the truck PTO. Except for dedicated steering. Steering is by Radio control, for power steer or caster/float mode.
Greasing System	Manual greasing.
Landing Legs	Heavy duty RHS drop down & pin type
Tool Boxes	1 of fitted each side in coaming rail (total x 2). 2 of chain trays each side under coaming rail.
Paint	Grit blasted, primed and painted in 2K 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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