

## 3 Rows of 8 (3x8) Swing Wing Widening Low Loader

Drawing reference: 291-001W

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<b>Forward Length</b>	10.4m closed.
<b>Rear Overhang</b>	3.5m
<b>Deck Length</b>	11.4m (includes beaver tail), 10.5m behind neck. Lengthens 1100mm when fully open.
<b>Width</b>	2.5m closed 4.2m open
<b>Axle Spacing</b>	2.4m
<b>Deck Height</b>	940mm on 17.5 tyres (deck lowers 100mm when loading).
<b>GVM Rating</b>	90 tonne
<b>Tare</b>	14,600kg
<b>Gooseneck</b>	Wear strap fitted to front face of Chassis rails. Gooseneck design will be a low profile.
<b>Dolly Neck</b>	2 position to suit truck & dolly set up. 5 <sup>th</sup> wheels need to be double oscillating.
<b>King Pin</b>	1 x 3 1/2" Drop in Pin supplied Bosses take either size.
<b>Skid Plate Height</b>	To fit 5 <sup>th</sup> wheel height, with deflection taken into account at full capacity Heavy Duty bracing on skid plate.
<b>Chassis</b>	Fabricated double I Beam Construction. Trailer frame built from Grade 80 Steel.
<b>Coaming Rail</b>	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 15 - 20mm.
<b>Load Restraints</b>	Chain load restraints set into coaming rail. Rated at 10 tonne each. Additional load restraints fitted to inside of chassis & side of gooseneck.
<b>Decking</b>	6mm AR 450 wear plate at Beaver tail & over rear axle area - 5mm running forward, pressed over Beaver tail (not welded). Deck plate edge will be welded to coaming forming an 8mm lip. Internal deck area fully enclosed.
<b>Beaver Tail</b>	Beaver tail angle set at 10 degrees. 2 cleats fitted full width either side of the Beaver tail apex.

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<b>Widening</b>	Uses 2 double acting cylinders mounted to gooseneck spine acting on the swing arms. Plus 2 additional cylinders in rear box of Beaver tail (built with sliding box for max overlap). Locking done via hydraulic counterbalance valves on all swing wing cylinders and on the rear widening box cylinders. Trailer can widen on its own hydraulic power without rolling forward. Yard release provided at control valve for this purpose.
<b>Ramps</b>	Manufactured from Grade 80 Hi-tensile steel. Single fold, full Hydraulic using Double Acting Cylinders for safety with float mode to avoid damaging cylinders on uneven ground. Plated in 6mm AR 450 Wear plate with cleats fitted Full Width to outside edge, welded at approx. 400mm centres, (note cleats are staggered to avoid grouser hung up). C/w Profiled Slotted holes to inside edge only to reduce wind drag.  Ramp width – 900mm each x 2.8m long when deployed.
<b>Suspension</b>	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.
<b>Suspension stroke</b>	200mm axle travel. Giving good ground clearance.
<b>Axles</b>	6 of 17.5" BPW - 10 stud grease filled hub axles.  Come with backing plates as standard. Brake shoe 150mm wide.
<b>Rims</b>	25 of 17.5 x 6.00 10 stud steel wheels (includes 1 spare).
<b>Tyres</b>	25 of 215 75R 17.5 radials. (includes 1 spare).
<b>Spare Tyre Mount</b>	Provision for 2 spares on the Front of gooseneck Vertical mount system.
<b>Braking</b>	To meet NZ heavy duty brake regulations.
<b>Brake System</b>	TRT mount the booster chambers from a specially fabricated bracket that attaches to the suspension arm. The advantage of this design is that the booster travels with the axle reducing the need for additional linkage arms as per other designs.
<b>Lighting</b>	LED lighting system.  Multi volt. 1 Peri LED Lights per ramp, (Total 2 at the rear). Side markers 3 per side. Beacon on inside of RH ramp switched at rear.
<b>Hydraulics</b>	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.
<b>Landing Legs</b>	Heavy duty RHS drop down & pin type, supplied with Lifting Handle. Built from 100 x 100 x 6mm wall RHS

<b>Tool boxes</b>	2 of per side between axles. Flat bar welded to inside face each side of toolboxes to allow grab hooks to be stowed.
<b>Chain Trays</b>	1 per side of deck at front. (Total 2x).
<b>Signage</b>	Full set: Including oversize & corner delineators. Supplied and stowed on ramps. Front corner signs reversed at 2.5m.
<b>Hub Odometer</b>	Fitted centre axle (LHS)
<b>Paint</b>	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 (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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