

## 4 Rows of 8 (4x8) Swing Wing Widening Low Loader

Drawing reference: 148-A1W

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<b>Forward Length</b>	12.9m closed.
<b>Rear Overhang</b>	3.5m
<b>Deck Length</b>	13.8m (includes beaver tail),
<b>Width</b>	2.5m closed 4.2m open
<b>Axle Spacing</b>	1.25m – 2.4m – 1.25m
<b>Deck Height</b>	950mm on 17.5 tyres (deck lowers 90mm when loading).
<b>ATM Rating</b>	120 tonne
<b>Tare</b>	19,000kg
<b>Gooseneck</b>	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.
<b>Compensating Gooseneck</b>	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.
<b>King Pin</b>	1 x 3 1/2" Drop in Pin supplied Bosses take either size.
<b>Skid Plate Height</b>	1320mm built with single king pin. Sliding oscillating plate
<b>Sliding Skid Plate</b>	Fitted with single pin sliding oscillator. For multi position. Allows for fitment to a range of equipment. Operated with air actuated lock rams.
<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 25mm. The coaming rail is a deep 360 mm section to reduce deflection.

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<b>Load Restraints</b>	Chain load restraints set into coaming rail, to outside of deck area & to inside of chassis. Rated at 10 tonne each. Restraints fitted to front face of pontoons each side, plus 1 additional on side of Gooseneck outside face. Internal.
<b>Decking</b>	6mm AR450 Wear plate at Beavertail & over axle group. 5mm AR450 wear plate running forward from front axle, all plate joined so the difference in plate thickness (step is underneath allowing a Flat top side). This method of construction puts the strength where it's needed without increasing tare weight unnecessarily. Pressed over Beavertail (not welded) Deck plate edge will be welded to coaming forming a 6-8mm lip. Internal deck area fully enclosed when trailer is closed. Turn down inside edge to prevent buckling.
<b>Beaver Tail</b>	Beaver tail angle set at 10 degrees. 2 cleats fitted full width either side of the Beaver tail apex.
<b>Ramps</b>	Manufactured from Grade 80 Hi-tensile steel. Single fold, full Hydraulic, Plated in 6mm AR 450 wear plate with cleats fitted full width to the outside edge welded at 400mm centres x full width, (note cleats are staggered to avoid grouser hung up. C/w Profiled Holes to reduce wind drag inside only.  Ramp width – 900mm each x 2.8m long.
<b>Widening</b>	Uses 2 Double acting cylinders mounted to Gooseneck spine acting on the swing arms. Plus 2 at rear box (built with sliding box for max overlap). Locking done via Hydraulic Counterbalance valves on all cylinders. Note, this system allows the trailer to be opened to any measurement between the closed 2.5m & fully open position of 4.20m. Plus the added benefit of having no Pins to jam. Trailer can widen without having to drive forward.
<b>Suspension</b>	Tidd trailing beam on Double acting Hydraulic Suspension, fitted with Hydraulic lock valves to all axles. This allows the operator to lift any individual axle (also 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>Axles</b>	8 of 17.5" BPW - 10 stud grease filled hub axles.
<b>Rims</b>	33 of 17.5 x 6.00 - 10 stud steel wheels (includes 1 spare).
<b>Tyres</b>	33 of 215 75R 17.5 radials. (includes 1 spare).
<b>Spare Tyre Mount</b>	Provision for 3 spares on Neck plus 1 11R as per drawing. Alternatively, 4x 17.5 size can be mounted in lieu of 11R, 22.5. Spares retained by J hook, allowing them to be moved to main deck if required.
<b>Braking</b>	To meet ADR requirements.
<b>Lighting</b>	LED lighting system.  Multi Volt, to ADR requirements. Side markers at 2m spacing. Turn

	indicator at half way point.
<b>Hydraulics</b>	Control Valve to operate Deck Widening & Rear ramps & suspension placed in the coaming rail LHS. Ramp valve includes float mode to avoid damaging cylinders on uneven ground.
<b>Landing Legs</b>	Heavy duty RHS drop down & pin type, supplied with Lifting Handle. Built from 100 x 100 RHS.
<b>Tool boxes</b>	2 of Fitted each side. Total of 4. 1 chain tray per side.
<b>Greasing System</b>	Manual greasing.
<b>Power Pack</b>	4.8hp Honda petrol power pack fitted to the RHS of gooseneck, Oil tank fitted to LHS.
<b>Paint</b>	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
- 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.



## NEW ZEALAND

PHONE: +64 7 849 4839  
ADDRESS: 48 Maui St, Hamilton  
EMAIL: [trailers@trt.co.nz](mailto:trailers@trt.co.nz)  
WEB: [www.trt.co.nz](http://www.trt.co.nz)

## AUSTRALIA

PHONE: 1800 802 912  
ADDRESS: 1028 Lytton Rd, Murarrie, QLD 4172  
EMAIL: [trailers@trtaust.com.au](mailto:trailers@trtaust.com.au)  
WEB: [www.trtaust.com.au](http://www.trtaust.com.au)