

4 x 8 Swing Wing Widening Low Loader with Drop Well

Drawing reference: 205-A1W

Forward Length	12.9m closed.
Rear Overhang	3.6m
Deck Length	13.8m including beavertail. 12.7m behind neck closed
Width	2.5m closed, 4.2m open
Axle Spacing	1.25m - 2.4m – 1.25m
Deck Height	950mm over wheels on 215 75 R17.5 tyres. (Deck lowers 90mm when loading).
Drop Well Height	745mm (with 225mm drop) 820mm (with 150mm drop)
ATM Rating	95 tonne
Tare	20,000 kg approx.
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" Pin supplied. Bosses take either size.
Skid Plate Height	1320mm built with Sliding oscillator
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 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 30mm. The coaming rail is a deep 360 mm section to reduce deflection.

Load Restraints

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.

Decking

6mm AR450 Wear plate at Beavertail, over axle group & running forward from front axle. 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.

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 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

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 4.29m. Plus the added benefit of having no Pins to jam. Trailer can widen without having to drive forward.

Suspension

Tidd trailing beam on Double acting Hydraulic Suspension, fitted with Hydraulic lock valves to all axles.

Axles

8 of 17.5" BPW axles with grease filled hubs.

Rims

33 of 17.5 x 6.00 - 10 stud steel wheels (includes 1 spare).

Tyres

33 of 215 75R 17.5 tubeless tyres (includes 1 spare).

Spare Tyre Mount

Provision for 3 spares on Neck plus 1x 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 for any load that may foul.

Braking

To meet ADR requirements.

Lighting

LED lighting system.

Multi Volt, to ADR requirements. Side markers at 2m spacing.

Turn indicator at half way point.

Hydraulics

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. All valves plumbed to power pack.
Power Pack	4.8hp – Honda Petrol power pack fitted to RHS of Gooseneck. Set down below top of gooseneck.
Greasing System	Manual
Landing Legs	Heavy duty RHS drop down & pin type, supplied with lifting handle. Built from 100 x 100 x 9mm wall RHS to increase load bearing.
Tool Boxes	2 of fitted each side between axle group in each pontoon. Total of 4. plus 2 additional doors fitted to centre spine to allow for 2 more toolboxes accessible when the trailer is widened.
Paint	Grit blasted, primed and painted in 2K DuPont Fleetline™ 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.



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