

2.5m Wide Tri-axle Hydraulic House Trailer 2 Axles Steer

Drawing reference: 309-1001W

Deck Length Closed	10.1m approx.
Forward Length	9.86m
Deck Length Open	16.1m approx.
Rear Overhang	3.2m
Short Bottom Deck	970mm at base of gooseneck trombone, designed to carry front wall of house.
Deck Width	2.5m
Deck Height Lowered	0.9m
Deck Height Raised	2.2m
Axle Spacing	2.0m
GVM Rating	45,000 kg
Tare	12,860kg
Gooseneck Ram	Short two stage ram
King Pin	2" bolt up fitted to skid plate
Trombone	Standard I beam construction with air operated locking pins.
Pockets	Spaced each side in main deck area, plus in front section of trombone (1 location). Designed to suit 5" steel outrigger beams. Drawing shows option for double pockets
Top Deck	3mm plate with rope rail around top of coaming rail. Head board provided to protect power pack.
Main Deck	Skeletal design (not decked in).
Winch Points	One double purchase plate at each suspension tower. (3 per side) 2 at rear. One each side at the base of gooseneck.
Rope Hooks	Fitted down each side below coaming rail. Approx. 6 per side, 20mm diameter
Hydraulic suspension	6" diameter double acting rams
Axles	1x BPW rigid axle at front with two steering axles at the rear. 10 stud greased filled hubs.
Rims	13 of 17.5 x 6.0 steel wheels (includes 1 spare).
Tyres	13 of 215 75R 17.5 radials. (includes 1 spare).

Spare Tyre Mount	Spare wheel is mounted next to the hydraulic oil tank
Braking	To meet NZ brake requirements.
Lighting	LED lighting system.
Power pack	23 Hp Kohler 3 cylinder water-cooled diesel. Supplied with hinged cover for servicing. Access through lid for refuelling and access through side for dipstick.
Hydraulic Controls	Fitted under the top deck.
Remote Control	Supplied for steering only.
Rev Lifter	Supplied and fitted to front panel.
Tool Boxes	2 of supplied. 1 fitted each side at front of main deck. Plated in with drop down opening front.
Paint	Grit blasted, primed and painted in 2K paint system, electrostatically applied for full coverage.
Steering Procedure	<p>Centre and Rear axles are Power steered, operated via a radio remote. The steering mode allows for all axles to be steered together from 1 switch. This mode allows for both axles to steer to full lock for crab steering. It does not mean that all wheels will steer at the same time in this mode due to the differences in load on each axle. Each axle can be steered individually via its own switch. The rear axle has a float position to allow it to caster in road mode. Center axle is fitted with a proximity switch with a corresponding LED fitted to the gooseneck. The LED's indicate when this axle is in the straight-ahead position. Manual pins are supplied to pin the axles in the straight-ahead position.</p> <p>The Steering circuit utilizes 2 steering cylinders per axle. A needle valve is provided at each axle to top the Hydraulic tie rod up with oil from any internal leakage. To maximize Tyre life we suggest the needle valve is used once every 3 weeks. (Takes 2 minutes per axle).</p>

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.

- Remote lift/lower
- Side shift
- Side shift king pin
- Alloys
- Main deck decking
- Rear bumper
- Winch

- Other deck lengths available, designed to suit your applications
- Auto greasing system
- Accumulators
- Non-skid deck coating

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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