

## 3 x 4 Axle Widening Low Loader

Drawing reference: 240-A1W

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<b>Forward Length</b>	9.2m
<b>Rear Overhang</b>	3.1m
<b>Deck Length (Bottom):</b>	9.2m (includes beaver tail)
<b>Deck Length (Top)</b>	3.8m long x 2.5m wide
<b>Width</b>	2.5m Closed 3.5m Open Widening to 2.5, 2.7, 2.9, 3.1, 3.3, 3.5m
<b>Deck Height</b>	915mm on 17.5 tyres (deck lowers 70mm when loading).
<b>GVM Rating</b>	42 tonne
<b>Tare Weight</b>	9,890kg approx. (subject to options)
<b>Axle Spacing</b>	1.8m
<b>Gooseneck</b>	Low profile, single pin position design.
<b>King Pin</b>	2" bolt in king pin
<b>Skid Plate Height</b>	TBC
<b>Chassis</b>	Fabricated I Beam construction with the axles set through the chassis for the lowest deck height and max strength. Built from grade 80 high tensile steel.
<b>Coaming Rail</b>	5mm profiled flat bar raised 6mm above deck surface on both top and bottom decks c/w side load restraints recessed.
<b>Load Restraints</b>	Chain load restraints set into coaming rail and inner coaming rail behind gooseneck spine. Top deck set in coaming rail.  Rated at 8 tonne each.
<b>Decking</b>	5mm AR 450 wear plate on the bottom deck including the beaver tail. Pressed out beaver tail (not welded)
<b>Beaver Tail</b>	Beaver tail angle set at 11 degrees
<b>Ramps</b>	Manufactured from grade 80 high tensile or equivalent steel. Plated in 6mm AR450 wear plate. Ramp valve fitted with detentable float

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	position to avoid damaging cylinders on uneven ground. Ramp width each; 900mm wide x 2.8m long.
<b>Suspension</b>	Tidd trailing beam on air. Trailing arm pivots using heavy duty Orkot bushes c/w spiral grease grooves.
<b>Axles</b>	3 of 17.5 BPW drum braked axles with grease filled hubs. 2 axles fitted with pole rings and sensors for brake system.
<b>Rims</b>	13 of 17.5 X 6.75 steel wheels 10 stud.
<b>Tyres</b>	13 of (includes 1 spare) 235 75R 17.5 tubeless radials.
<b>Spare Tyre Mount</b>	Provided
<b>Braking</b>	To meet NZ Heavy Brake regulations
<b>Lighting</b>	LED lighting system
<b>Hydraulics</b>	Control Valve to operate deck widening at rear ramps and suspension fitted LHS just ahead of Wheel Group. All valves are plumbed to the front for PTO hook up or power pack.  Ramp valve includes "Float Mode" to avoid damaging cylinders on uneven ground.
<b>Yard Release</b>	Fitted on RHS
<b>Dock Valve</b>	To raise or lower trailer
<b>Landing Legs</b>	Heavy duty RHS drop down and pin type
<b>Tool Boxes</b>	1 of supplied down each side (total of 2 built into the coaming rail)
<b>Signage</b>	Delineators fitted to front corner of deck both sides and on each ramp. Able to be reversed when at 2.5m.
<b>Hub odometer</b>	Supplied to suit tyre diameter
<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 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
- Top Deck
- 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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