

4 x 4 Axle Full Widening Low Loader with One Rear Steer

Drawing reference: 247-A1W

Forward Length	11.68m
Rear Overhang	3.8m
Deck Length (Bottom):	12.2m (includes beaver tail)
Width	2.5m Closed 3.5m Open Widening to 2.5, 2.9, 3.1, 3.5m
Deck Height	950mm on 17.5 tyres (deck lowers 90mm when loading).
ATM Rating	65 tonne
Tare	14,400kg approx.
Gooseneck	Wear strap fitted to front face of Chassis rails.
King Pin	2" Drop In.
Skid Plate Height	Skid plate height to suit 5th wheel
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 I Beam construction with the axles set through the chassis for the lowest deck height and max strength. Top and bottom straps and coamings from grade 80 high tensile steel.
Coaming Rail	6mm grade 80 high tensile steel plate
Load Restraints	Chain load restraints set into coaming rail, deck plate outside edges and inner coaming rail. Rated at 10 tonne each. One load restraint per side on gooseneck.
Decking	6mm AR 450 wear plate at beavertail and axle group, 5mm running forward.
Beaver Tail	Beaver tail angle set at 10 degrees with 2 cleats fitted either side of the beaver tail apex.
Ramps	Manufactured from grade 80 high tensile or equivalent steel. Single fold, full hydraulic, plated in 6mm AR 450 wear plate with cleats fitted at approx. 400mm staggered centres x 400mm long to avoid track equipment "binding up". Includes profiled holes to reduce

	wind drag. Ramp width each; 900mm wide x 2.8m long.
Suspension	Tidd trailing beam on double acting hydraulic suspension, fitted with hydraulic lock valves to all axles.
Axles	4 x BPW™ 17.5 studded hub grease filled of which 1 is a BPW self centering steer axle
Rims	17 of 17.5 X 6.75 steel wheels 10 stud.
Tyres	17 of (includes spare) 235 75R 17.5 tubeless radials.
Spare Tyre Mount	Provision for 2 spares on gooseneck
Steering	The rear axle (1x) is a BPW self-centering type. 1 solenoid supplied to allow locking in straight ahead position or when in reverse.
Braking	To meet ADR requirements
Lighting	LED lighting system
Hydraulics	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.
Landing Legs	Heavy duty RHS drop down and pin type
Tool boxes	1 each side of the main deck between axles 2 & 3
Paint	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 (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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