

3 Rows of 8 (3x8) Mine Site Low Loader

Drawing reference: 074-A2W

Forward Length	9.8m closed.
Rear Overhang	3.5m
Deck Length	11m (includes beaver tail), 10.5m behind neck. Lengthens 1100mm when fully open.
Width	3.05m closed 4.27m open
Axle Spacing	1.9m
Deck Height	1040mm on 11R tyres in Drop Well. 1165mm over tyres
Drop Well	125mm below deck height at tyre area
GVM Rating	90 tonne
Tare	20,600kg
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
Dolly Neck	2 position to suit truck & dolly set up.
King Pin	1 x 3 1/2" Drop in pin supplied bosses take either size.
Skid Plate Height	1350mm, with deflection taken into account at full capacity heavy duty bracing on skid plate.
Chassis	Fabricated double I Beam construction. Trailer frame built from Grade 80 high tensile steel.
Coaming Rail	6mm Grade 80 high 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 15 - 20mm.

Load Restraints	Chain load restraints set into coaming rail. Rated at 10 tonne each. Additional load restraints fitted to inside of chassis & side of gooseneck.
Decking	8mm AR 450 wear plate at beaver tail & over rear axle area - 6mm running forward, pressed over Beaver tail (not welded). Deck plate edge will be welded to coaming forming an 8mm lip. Internal deck area fully enclosed.
Beaver Tail	Beaver tail angle set at 13 degrees. 2 cleats fitted full width either side of the Beaver tail apex.
Widening	Uses 2 double acting cylinders mounted to gooseneck spine acting on the swing arms. Plus 2 additional cylinders in rear box of beaver tail (built with sliding box for max overlap). Locking done via hydraulic counterbalance valves on all swing wing cylinders and on the rear widening box cylinders. Trailer can widen on its own hydraulic power without rolling forward. Yard release provided at control valve for this purpose.
Ramps	Manufactured from Grade 80 high-tensile steel. Double fold, full Hydraulic using double acting cylinders for safety with float mode to avoid damaging cylinders on uneven ground. Plated in 8mm AR 450 wear plate with cleats fitted full width to outside edge, welded at approx. 400mm centres, (note cleats are staggered to avoid grouser hung up). C/w profiled slotted holes to inside edge only to reduce wind drag. Ramp width – 900mm each x 4m long when deployed.
Suspension	TIDD trailing beam on Double acting Hydraulic Suspension, fitted with Hydraulic lock valves to all axles. (Allows you to walk the trailer up on blocks for additional height come service time. All tyres can be changed without using a jack.
Suspension stroke	250mm axle travel. Giving good ground clearance.
Axles	6 off 22.5" BPW - 10 stud grease filled hub axles. Come with backing plates as standard.
Rims	25 of 22.5 x 7.5 - 10 stud steel wheels (includes 1 spare).
Tyres	25 of 22.5 radials. (Includes 1 spare).
Spare Tyre Mount	Provision for 4spares on the front of gooseneck.
Braking	To meet ADR regulations.
Brake System	TRT mount the booster chambers from a specially fabricated bracket that attaches to the suspension arm. The advantage of this design is that the booster travels with the axle reducing the need for additional linkage arms as per other designs.
Lighting	LED lighting system.

	Multi volt. 1 Peri LED lights per ramp, (Total 2 at the rear). Side markers 3 per side. Beacon on inside of RH ramp switched at rear.
Hydraulics	Control valve to operate deck widening and rear ramps, and suspension placed in the coaming rail LHS, just ahead of 1st axle. Ramp valve includes float mode to avoid damaging cylinders on uneven ground. Hydraulic valving plumbed to PTO couplings.
Power pack	10hp Yanmar electric start Diesel complete with covered in box.
Landing Legs	Heavy duty RHS drop down and pin type, supplied with lifting handle. Built from 100 x 100 x 6mm wall RHS
Tool boxes	2 of per side between axles. Flat bar welded to inside face each side of toolboxes to allow grab hooks to be stowed.
Chain Trays	1 per side of deck at front. (Total 2x).
Signage	Full set: Including oversize and corner delineators. Supplied and stowed on ramps. Front corner signs reversed at 2.5m.
Paint	Grit blasted, primed and painted in 2K paint system, electrostatically applied for full coverage.

Please Note: Specifications shown above for Australia and PNG, 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
- Auto greasing system
- Conveyor belt deck covering
- Accumulators (hydraulic suspension only)
- Manifold greasing
- Non-skid deck coating
- Alloy wheels
- Water tank fitted to gooseneck
- Stainless steel load restraint protectors
- Hydraulic winch
- Weigh gauges
- Rock ejectors at tyres
- Push points
- Remote control
- Tyre crane

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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