

8 x 8 Platform Low Loader Trailer

Drawing reference: 096-A100W

Deck Length	18.8m, 18.0m behind neck
Width	3.3m closed, 4.9m open
Axle Spacing	1.83m
Deck Height	865mm lowered on 215 75R 17.5 tyres.
Suspension Stroke	650mm.
ATM Rating	190 tonne
Tare	42,000 kg approx. subject to options.
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 and 2x8 Dolly to swing
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	Neck built long enough to allow dolly hook up.
King Pin	1 x 3 1/2" drop in pin supplied.
Skid Plate Height	For 52" fifth wheel height c/w oscillator built on 3 position slider.
Sliding Skid Plate	3 position slider
Chassis	Fabricated torsional box spine with sliding outer deck loading platforms. Complete trailer built from grade 80 hi-tensile and AR450 wear plate.
Coaming Rail	8mm 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 section to reduce deflection. Internal 8mm doublers fitted at each wheel out.
Load Restraints	Chain Load restraints set into Coaming Rail. Additional load restraints fitted to outside of deck area. Restraints fitted to

	Gooseneck outside face. Internal Load restraints at spine area accessible when widened.
Decking	10mm AR450 wear plate (plus flitches) over complete deck. All AR450 wear plate. This method of construction puts the strength where it's needed without increasing tare weight unnecessarily. Deck plate edge will be welded to coaming forming an 8mm lip. Internal deck area fully enclosed when trailer is closed. Turn down inside edge to prevent buckling.
Tow Lug	Fitted at rear for use by pusher truck with 50mm tow eye to push bar.
Demountable Ramps	Manufactured from grade 80 hi-tensile steel. Single fold, full hydraulic, Plated in 10mm AR450 wear plate with cleats fitted full width 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 – 1140mm each x 3.0m long. (Inside edge gusseted to carry light weight equipment). Demountable for Clip on module fitment
Widening	Locking done via air operated pinning system.
Widening Stool	Designed to stow on tow lug arrangement for travel mode.
Suspension	Tidd trailing beam on hydraulic suspension, fitted with unique European angular contact spherical bearing with 650mm of stroke – double acting. Any axle group can be lifted hydraulically at the touch of a lever.
Axles	16 of 17.5" BPW, 10 stud grease filled hubs. Complete with backing plates. This axle has the best brakes available for the longest service life.
Rims	64 of 17.5 x 6.0 - 10 stud steel wheels (includes 4 spares).
Tyres	64 of 215 75R 17.5 radials. (includes 4 spares).
Spare Tyre Mount	Provision for 4 (double stacked) spares, I.E. 8 of on neck plus 1 11R spares retained by J hook, allowing them to be moved to main deck if reqd. Provision at load restraint each corner of main deck at front to move tyres too if required.
Braking	Full air to ADR 38 regulations, c/w yard release valve.
Lighting	LED lighting system. Multi volt to ADR requirements. Side markers at 2m spacing. Turn indicator at half way point. 2x LED beacons provided, one on each ramp.
Steering Configuration	All axles are capable of steering. Steer system pivots around axle 5.
Hydraulics	Control valve to operate deck widening and rear ramps & suspension placed in lockable box mounted on front of deck. Ramp valve

	includes float mode to avoid damaging cylinders on uneven ground. All valves plumbed to power pack.
Auto Greasing	Supplied and fitted to suspension, axles, gooseneck, using Bekamax EP2 grease system. Installed by TRT during trailer assembly to ensure no chaffing of grease lines. Grease pump mounted to front of gooseneck face accessible from ground.
Power Pack	29Hp 3 cylinder water cooled Yanmar direct injection diesel power pack, c/w return line filtration/filler breather. Power pack covered in. Mounted to top of gooseneck at front.
Remote Control	Fitted to Hydraulic directional controls for steering, all other functions are manual operated. See options for other remote functions.
Landing Legs	Heavy duty RHS drop down & pin type, supplied with lifting Handle at gooseneck area.
Water Tank	1 of supplied (at side of neck).
Tool Boxes	A total of 2 tool boxes each side.
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
- Alloy wheels
- Double fold ramps
- Clip On provision
- Fire extinguishers
- Compressor
- Tyre crane
- Remote control – all functions.
- Conveyor belt deck covering
- Accumulators
- Chain trays
- Non-skid deck coating
- 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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