

## 4 x 8 Swing Wing Widening Low Loader with Rear Steer

Drawing reference: 213-A11W

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<b>Forward Length</b>	12.0m closed.
<b>Rear Overhang</b>	5.2m
<b>Deck Length</b>	13.7m
<b>Width</b>	3.05m closed, 4.2m open
<b>Axle Spacing</b>	2.4m
<b>Deck Height</b>	950mm on 17.5 tyres (deck lowers 90mm when loading).
<b>GVM Rating</b>	120 tonne
<b>Gooseneck</b>	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.
<b>King Pin</b>	1 x 3 1/2" Pin supplied. Bosses take either size.
<b>Dolly Neck</b>	2 position to suit truck & dolly set up. 5 <sup>th</sup> wheels need to be double oscillating.
<b>Skid Plate Height</b>	1380mm, with deflection taken into account at full capacity of 70 tonne. Heavy Duty bracing on skid plate.
<b>Chassis</b>	Fabricated double I Beam Construction. Trailer frame built from Grade 80 Steel.
<b>Coaming Rail</b>	6mm 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 25mm. The coaming rail is a deep 360 mm section to reduce deflection.
<b>Load Restraints</b>	Chain load restraints set into coaming rail, to inside of chassis, fitted side of Gooseneck and to outside edge of deck  Rated at 10 tonne each
<b>Decking</b>	8mm at beaver tail – 8mm over axle area - 6mm running forward from front axle, all Grade 80 Hi-Tensile Steel on the bottom deck including the beaver tail. Pressed over beaver tail (not welded). Deck plate edge will be welded to coaming forming an 8mm lip. Internal deck area fully enclosed.
<b>Beaver Tail</b>	Beaver tail angle set at 10 degrees. 2 cleats fitted full width either side of the Beaver tail apex.

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<b>Ramps</b>	<p>Manufactured from Grade 80 hi-tensile steel. Single fold, full hydraulic. Plated in 8mm AR450 Wear plate with cleats fitted Full Width to outside edge, welded at 400mm centres, (note cleats are staggered to avoid grouser hung up). C/w profiled slotted holes to reduce wind drag.</p> <p>Ramp width – 900mm each x 2.8m long when deployed.</p>
<b>Widening</b>	<p>Uses 2 Double acting cylinders mounted to Gooseneck spine acting on the swing arms. Plus 2 additional cylinders in rear box of Beavertail (built with sliding box for max overlap). Locking done via Hydraulic Counterbalance valves on all Swing Wing cylinders and manual pinning on the rear widening box. Trailer can widen on its own hydraulic power without rolling forward.</p>
<b>Suspension</b>	<p>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). 200mm axle travel, giving good ground clearance.</p>
<b>Axles</b>	<p>8 of 17.5" BPW – 10 stud grease filled hub axles. One of which is a BPW self centering steer axle. Come with backing plates as standard. Brake shoe 150mm wide.</p>
<b>Rims</b>	<p>33 of 17.5 x 6.00 - 10 stud steel wheels (includes 1 spare).</p>
<b>Tyres</b>	<p>33 of 215 75R 17.5 tubeless tyres (includes 1 spare).</p>
<b>Spare Tyre Mount</b>	<p>Provision for 2 spares on the front of gooseneck vertical fitment.</p>
<b>Braking</b>	<p>To meet NZ heavy brake regulations.</p> <p>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.</p>
<b>Lighting</b>	<p>LED lighting system.</p> <p>Multi Volt. 2 Peri LED Lights per ramp, (Total 2 at the rear). Side markers 3 per side. LED Beacon on inside of RH ramp.</p>
<b>Hydraulics</b>	<p>Control Valve to operate Deck Widening &amp; Rear ramps &amp; 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.</p>
<b>Greasing System</b>	<p>Manual</p>
<b>Landing Legs</b>	<p>Heavy duty RHS drop down &amp; pin type, supplied with Lifting Handle. Built from 100 x100 RHS.</p>
<b>Tool Boxes</b>	<p>2 of per side between axles. Flat bar welded to inside face each side of toolboxes to allow grab hooks to be stowed.</p>

## Paint

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 for 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
- Power pack – either petrol or diesel
- Double fold ramps
- Auto greasing system
- Conveyor belt deck covering
- Accumulators
- 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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