

## 9 x 8 Platform Low Loader Trailer

Drawing reference: 131-A100W

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<b>Deck Length</b>	18.8m, 18.0m behind neck
<b>Width</b>	3.5m closed, 4.7m open
<b>Axle Spacing</b>	1.83m
<b>Deck Height</b>	890mm lowered on 215 75R 17.5, 18 ply high load tyres.
<b>Suspension Stroke</b>	650mm.
<b>ATM Rating</b>	200 tonne (plated for on highway)
<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 and 2x8 Dolly to swing
<b>Compensating Gooseneck</b>	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.
<b>Dolly Neck</b>	Neck built long enough to allow dolly hook up.
<b>King Pin</b>	1 x 3 1/2" drop in pin supplied.
<b>Skid Plate Height</b>	For 52" fifth wheel height c/w oscillator built on 3 position slider.
<b>Sliding Skid Plate</b>	3 position slider
<b>Chassis</b>	Fabricated torsional box spine with sliding outer deck loading platforms. Complete trailer built from grade 80 hi-tensile and AR450 wear plate.
<b>Coaming Rail</b>	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.
<b>Load Restraints</b>	Chain load restraints set into coaming rail. Additional load restraint fitted to outside of deck area. Restraints fitted to gooseneck outside face. Internal load restraints at spine area accessible when widened.

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<b>Decking</b>	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.
<b>Beaver Tail</b>	Short beaver tail provided.
<b>Tow Lug</b>	Fitted at rear for use by pusher truck with 50mm tow eye to push bar.
<b>Demountable Ramps</b>	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
<b>Widening</b>	Locking done via air operated pinning system.
<b>Widening Stool</b>	Designed to stow on tow lug arrangement for travel mode.
<b>Suspension</b>	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.
<b>Axles</b>	18 of 17.5" BPW, 10 stud grease filled hubs. Complete with backing plates. This axle has a 150mm wide drum.
<b>Rims</b>	72 of 17.5 x 6.0 10 stud steel wheels (includes 4 spares).
<b>Tyres</b>	72 of 235 75R 17.5 radials. (Includes 4 spares).
<b>Spare Tyre Mount</b>	Provision for up to 6 spares on neck. Spares retained by J hook, allowing them to be moved to main deck if required.
<b>Braking</b>	Full air to ADR 38 regulations, c/w yard release valve.
<b>Lighting</b>	LED lighting system. Multi volt to ADR requirements. Side markers at 2m spacing. Turn indicator at half way point.
<b>Steering Configuration</b>	All axles are capable of steering. Steer system pivots around axle 5.
<b>Hydraulics</b>	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.
<b>Auto Greasing</b>	Supplied and fitted to suspension, axles, gooseneck and ramps using Bekamax EP2 grease system. Installed by TRT during Trailer

	assembly to ensure no chaffing of grease lines. Mounted to front of gooseneck face accessible from ground.
<b>Power Pack</b>	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.
<b>Remote Control</b>	Fitted to hydraulic directional controls for steering, all other functions are manual operated. <b>See options for other remote functions</b>
<b>Landing Legs</b>	Heavy duty RHS drop down & pin type, supplied with lifting Handle at gooseneck area.
<b>Water Tank</b>	1 of supplied (at side of neck RHS c/w hand wash container provision).
<b>Tool Boxes</b>	A total of 4 tool boxes / dunnage boxes supplied.
<b>Paint</b>	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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