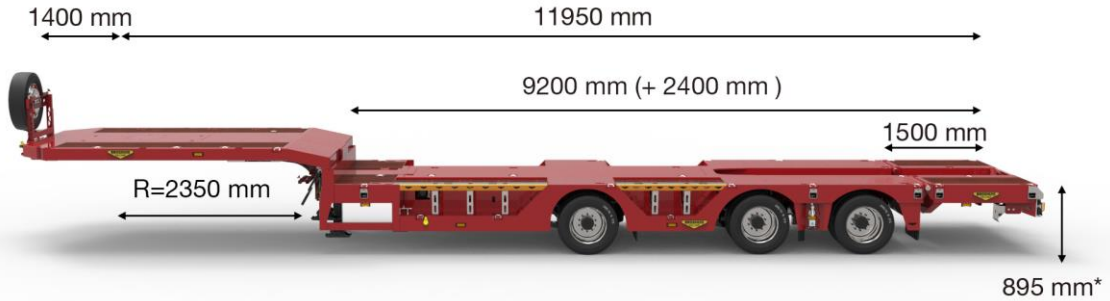


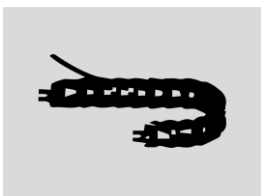
## Trailer specifications

### Dimensions and weights



Weights in kg	Netherlands		Germany		England	
	C & U	Special types	C & U	Special types	C & U	Special types
Maximum fifth wheel load	18000	18000	18000	18000	18000	18000
Maximum bogie load	27000	30000	24000	30000	24000	38000
<b>Gross load capacity</b>	45000	48000	42000	48000	42000	56000
Tare weight, app.	13000	13000	13000	13000	13000	13000
<b>Net load capacity, app.</b>	32000	35000	29000	35000	29000	43000

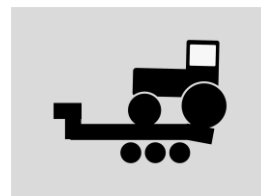
### Your benefits



**Energy chain: all lines protected inside the beam**



**20% fuel saving**



**Overhanging load possible**



**Less loading space required**

## Neck

- The (single beam) neck height is 230 mm and suitable for 23T fifth wheel pressure. Under rear side of the neck accordance ISO chamfer
- Front extension 1400 mm  
Chamfered corners at front 400x400 mm
- Fifth wheel height 1170 mm
- Neck width 2530 mm
- Rear swing clearance 2350 mm
- Hard wood floor of 28 mm thick
- 2" Kingpin, fitted under a ball bearing turntable. The turntable is connected to two double action hydraulic steering rams. Holder is suitable for mounting a 3,5" kingpin
- 10T certified lashing rings (max. Load 5T) . According NEN12640 TÜV Certificate
- 32 mm holes in the side rave, to use as lashing point
- Divided at the side raves of the neck, dim. 96x66x6mm, suitable for stakes of 81x51mm
- Spare wheel carrier at front of the gooseneck. Suitable for one spare wheel.
- Slope for easy access of the neck 600x12°. U profile for the attachment of aluminium ramps
- Landing gear two speed vertical lift, with S foot. Static capacity of 50.000 kgs

## Floor

- The torsion rigid chassis is in the lower deck extendible in increments of approx. 500 mm. Air assisted locking pins are fitted to either side of the main beam and operated by a single two way valve.
- Height of axle bogie 895 mm (loaded)
- With a central main beam of high tensile steel
- Split suitable for use of bridge sections
- Fixed part 850 mm
- Width of loading area 2530 mm
- 'Pull out' galvanised outriggers to increase the overall lower deck width by 500mm (250mm per side of the trailer)
- 37 mm nominal hardwood in the lower deck. 8/10 mm steel chequer plate fitted over the suspension area
- Heavy duty side raves 240 mm deep, welded by strong steel cross members to chassis
- All air and service lines are located in an energy chain within the central main beam. Resulting in improved ground clearance and reduced maintenance
- 10T certified lashing rings divided in the side rave of the loading floor, placed every approx. 1.2 meter, according EN12650 with TÜV Certificate
- 32 mm holes in the side rave, to use as lashing point
- 2 pairs of 10T D-rings in crane arm recess
- Rope hooks. On each side of the trailer

- 6 pair 10T lashing rings floor against beam
- Stake pockets divided at the side raves of the trailer, dim. 96x66x6mm, suitable for stakes of 81x51mm
- Wheelwell in front of the axles
- Between axle 1 and 2, with 45 degree angle
- Galvanised steel supports covered with light weight steel cover and removable hard wood beams for a flat floor. The supports have a outrigger to increase the deck width
- A troughs in the centre of the lower deck for an excavator arm, length 4100 mm, width 720 mm

## Axle bogie

- Gigant 12T axles
- Axle quantity: 3
- The bogie is fitted with 13T air suspension and heavy duty airbags for optimum stability
- Broshuis hydraulic steering system, consists of two fully independent circuits.
  - Butterfly section, with adjustable conical bearing, resulting in extremely low maintenance,
  - Adjustable steering rods, to correct axle alignment tracking to compensate for wear during the life of the trailer.
  - Air, electrical and hydraulic service lines are housed inside the central spine(s) in an energy chain
- First axle is fixed, 2 axles are hydraulic steered
- Tyre Pressure Monitoring System according ECE R141
- Distance between the axles are 2240 - 1360 mm
- A raise and lower valve is connected to the air suspension for ease of loading or unloading
- Manual override steering with 3kW electrical pump
- Electrical hydraulic override steering system, to allow the axles to steer independently of the tractor unit, by means of buttons. Full automatic alignment system. Full automatic pre-stressment system up to 32 bar for direct steering response. Additional hydraulische operation under the gooseneck
- Two air line Wabco brake system, EC-approved design with an automatic load sensing device. Spring type chambers fitted to two axles for the hand brake. Incl. EBS
- Tyre brand to choice of Broshuis (Continental, Goodyear or comparable). 245/70 R17.5
- Steel rims, light grey

## Ramps

- ECO ramp L=1500 mm. Lift/load capacity in the middle: 21.300 kg and a crane arm.
- Hardwood floor in ramp
- Folding support legs

## Lights

- Lights are complete in LED

- 2 pairs of 3-chambers rear lights and Led side-marker-lights. Conform EU-specifications
- One LED fog light
- 1 pair of reversing lights LED
- One rear flashing beacon connection at the rear side
- On each side at the neck and axle bogie a connector fitted with holder for extendible marker board lights
- Connector for over width marker board lights: 3 pin plug

### **Accessories**

- Spare wheel 1x
- EBS connector
- Connectors at the front: Dual 7 pin SAE plugs
- Air couplings palm type
- A 35mm<sup>2</sup> cable between truck and trailer for the use of any electrical power supply
- 24V power connector NATO
- The chassis is equipped with white reflective tape on sides and red reflective tape on the back

### **Paintwork**

- Metallized and finished in one colour. (non-metallic)
- After chassis assembly, the support brackets for valves, air tanks and pipe and wiring runs are fitted. The completed chassis is then shot blasted and immediately painted according to the Broshuis 2K paint system. The final fitting of all the components is carried out after the chassis has been through the preservation process
- Supplied Axles are painted black, for better rust prevention