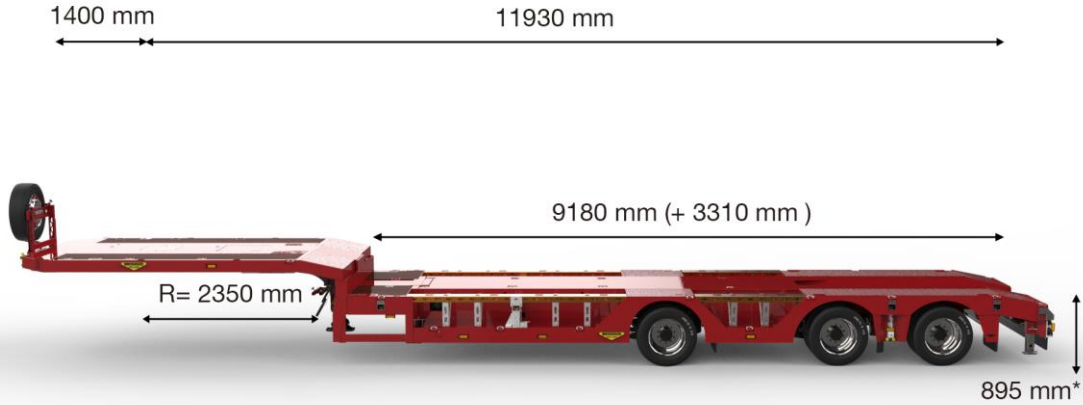


**Trailer specifications**

**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	23000	23000	23000	23000	23000	23000
Maximum bogie load	27000	30000	24000	30000	24000	37500
<b>Gross load capacity</b>	50000	53000	47000	53000	47000	60500
Tare weight, app.	13000	13000	13000	13000	13000	13000
<b>Net load capacity, app.</b>	37000	40000	34000	40000	34000	47500

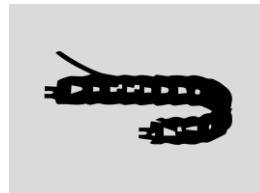
**Your benefits**



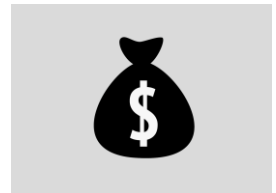
Premium quality



Optional complete metalized



Energy chain: all lines protected inside the beam



Low maintenance

## 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 raves, 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)
- 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
- 5 pair 10T lashing rings floor against beam
- Stake pockets divided at the side raves of the trailer, dim. 96x66x6mm, suitable for stakes of 81x51mm

- Container position for 1x 20 Ft (Container mountings are optional)
- Container position for 1x 30 Ft (Container mountings are optional)
- 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 3100 mm, width 720 mm (920 mm with a loading floor width of 2730 mm)
- Splash guard, steel, between the axles
- Beavertail chamfered 600x12°  
For easy access of the lower deck.  
U profile for the attachment of aluminium ramps
- At the rear of the chassis a pair of drop down steady legs to support the chassis beaver tail when using the ramps

## 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
- 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

## 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
- 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**

- 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