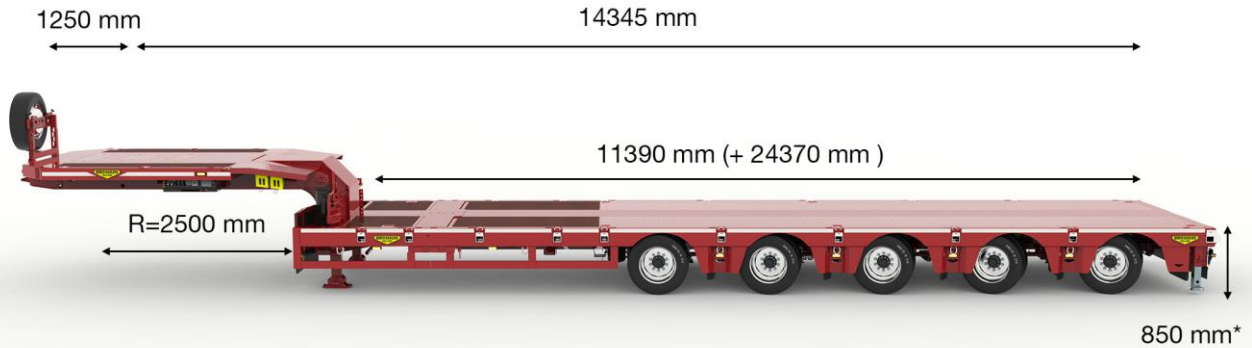


Trailer specifications

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	30000	30000	30000	30000	30000	30000
Maximum bogie load	45000	50000	40000	60000	40000	70000
Gross load capacity	75000	80000	70000	90000	70000	100000
Tare weight, app.	24500	24500	24500	24500	24500	24500
Net load capacity, app.	50500	55500	45500	65500	45500	75500

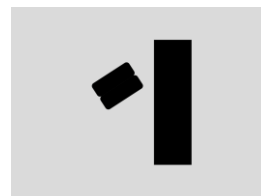
Your benefits



Optional complete metalized



The lowest trailer with the most ground clearance



Great steering angle of 57°



Greater stability

Neck

- The (single beam) hydraulic neck height is 350 mm and suitable for 30T fifth wheel pressure
- Front extension 1250 mm.
Chamfered corners at front 400x400 mm
- Fifth wheel height 1300 mm
- Neck width 2530 mm
- Rear swing clearance 2500 mm
- Hard wood floor of 28 mm thick
- 3,5" Kingpin, fitted under a ball bearing turntable. The turntable is connected to two double action hydraulic steering rams. Holder is suitable for mounting a 2" 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.
- Rear side of the neck chamfered 350x45
- At the front a pair of drop down legs (lightweight construction)

Floor

- Step frame construction with a central main beam of high tensile steel. The torsion rigid chassis is in the lower deck triple 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 850 mm (loaded)
- With a central main beam of high tensile steel
- Fixed part 1000 mm
- Width of loading area 2730 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
- Rope hooks. On each side of the trailer
- 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)
- Container position for 1x 40 Ft (Container mountings are optional)
- Container position for 1x 45 Ft (Container mountings are optional)
- Straight rear end, with U profile for the attachment of aluminium ramps
- Beavertail with 8/10 mm checkerplate floor
- 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

- Broshuis 12T axles
- Axle quantity: 5
- The patented SL2 suspension can be independently steered left and right. It combines a low ride height with a maximum steer angle of 57 degrees. The patented SL2 suspension can be driven at any ride height without any influence on the toe-in and toe-out. It has a travel of 360 mm (+290/-70 mm). The brake cylinders are relocated to give maximum possible protection with this latest design.
- 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
- All axles of the bogie are hydraulic steered
- Tyre Pressure Monitoring System according ECE R141
- Distance between the axles is 1510 mm
- The left and right floor height can be operated separately. 2 LED indicators are installed to set the correct floor height. Operation from the neck.
- 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. Butterfly section, with adjustable conical bearing, 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
- 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
- An hydraulic pressure gauge is connected to the suspension for determining the axle loads

- 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
- 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
- Central Greasing level II with a pump. Brand of pump Bekamax
- EBS connector
- Connectors at the front: Dual 7 pin SAE plugs
- Air couplings palm type
- A 35mm² 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

Permits

- SERT-Document. Heavy transport permit for the Netherlands to increase axle loads