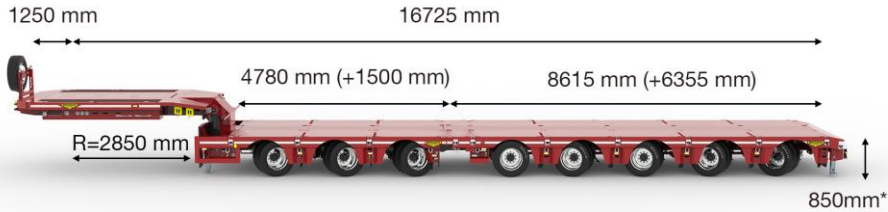


**Trailer specifications**

**Dimensions and weights**

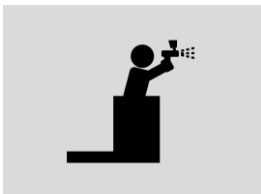


Weights (in kg)	Netherlands		Germany		England	
	C & U	Special types	C & U	Special types	C & U	Special types
Maximum fifth wheel load	30000	30000	30000	30000	30000	30000
Maximum bogie load	72000	80000	72000	96000	72000	115600
<b>Gross load capacity</b>	102000	110000	102000	126000	102000	145600
Tare weight, app.	28000	28000	28000	28000	28000	28000
<b>Net load capacity, app.</b>	74000	82000	74000	98000	74000	117600

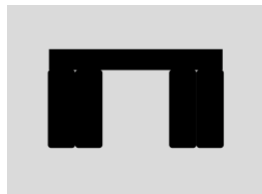


Weights (in kg)	Netherlands		Germany		England	
	C & U	Special types	C & U	Special types	C & U	Special types
Maximum fifth wheel load	30000	30000	30000	30000	30000	30000
Maximum bogie load	45000	50000	45000	60000	45000	72500
<b>Gross load capacity</b>	75000	80000	75000	90000	75000	102500
Tare weight, app.	19500	19500	19500	19500	19500	19500
<b>Net load capacity, app.</b>	55500	60500	55500	70500	55500	83000

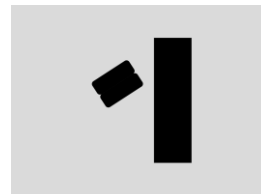
**Your benefits**



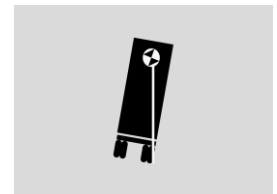
**Optional complete metalized**



**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
- The hydraulics of the gooseneck are connected and linked with the hydraulic suspension of the dolly. The max fifth wheel pressure is switchable to 19T or 30T
- Front extension 1250 mm. Chamfered corners at front 400x400 mm
- Fifth wheel height 1250 mm
- Neck width 2530 mm
- Rear swing clearance 2850 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
- A hydraulic stinger is provided with 2 separate operable cylinders to support the neck whilst removing the gooseneck. Cylinders approx. 1300 mm from 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.
- 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 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. All air and service lines extend automatically when extending the lower deck
- The dolly is 1x extendible for better weight distribution or for better supporting the load.
- Height of axle bogie 850 mm (loaded)
- With a central main beam of high tensile steel
- Main beam has compression joints between neck and dolly and between dolly and rear axle bogie. The trailer can therefore also be used without dolly
- 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)
- 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 raves of the loading floor, placed every approx. 1.2 meter, according EN12650 with TÜV Certificate
- 32 mm holes in the side raves, to use as lashing point
- Rope hooks. On each side of the trailer
- 10T lashing rings floor against the main beam
- Stake pockets divided at the side raves of the trailer, dim. 96x66x6mm, suitable for stakes of 81x51mm
- 2 pair of stake pockets against main beam dolly
- Stake pocket row between axle 1 and 2
- Stake pocket row between axle 2 and 3
- Stake pocket row between axle 4 and 5
- Stake pocket row between axle 6 and 7
- Stake pocket row between axle 7 and 8
- Beavertail of 300 mm x 12° for easy access of the lower deck, incl. U profile for the optional 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

- Broshuis 12T axles
- Axle quantity: 8
- 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 dolly axles are hydraulic steered
- Distance between axles is 1510 mm
- A raise and lower valve is fitted to the hydraulic suspension for ease of loading or unloading. 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
- A raisable axle is fitted on axle 1, 2 and 3 to adjust the weight on the fifth wheel or to reduce the tyre wear.
- 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
- Heavy transport permit for the Netherlands to increase axle loads

### 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
- Preparation for over width marker board lights. On each side at the neck, dolly, front and rear axle bogie a connector.
- 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 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

### Permits