



Specification
Tri Axle Door Type "A" Side Tipper

"Hård - Lite" ® - Patented Flexible Series

- DIMENSIONS:** 10,200 mm long x 3,130 mm high x 2,490 mm wide (overall)
5,000 mm x 1,325 mm x 2,450 mm internal bin dimensions
Length to suit tandem OR tri axle dolly.
- CAPACITY:** 14m³ (nominal)
- BODY:** **Patented Roadwest unique floating body**
Fully fabricated Body using SSAB high quality steels
5mm Hardox 500 TUF side walls - Radius style
5mm Hardox 500 TUF side discharge door
5mm Hardox 500 TUF floor
Coamings - Hardox pressed coaming
Load deflectors to each end of body
Door Deflectors incorp door cylinder mounts to each end of door
Door/Pivot made from heavy wall bar (41/40) & bushes for hinging of door and body. Grease nipples fitted for easy maintenance.
- CHASSIS:** Fabricated high tensile steel (**Strenx 700 Mpa**) one piece web, top and bottom flange.
3 pivot bolsters mounted to chassis (for body tip).
- WELDING:** All welds to be carried out in the optimum position
All vertical welds to be up hand
No porous welds
No weld grind back (thinning weld runs)
No heavy grind marks that will show when painted
No undercut or rolling welds
Chassis & Body fully welded (inside and out)
- PRESSINGS:** All body pressings per general fabrication tolerances with pressings and profile cutting that are to be welded must match with minimum clearances, making for stronger welds
+ OR - 1mm linear up to 2m, + OR - 2mm over 2m.
+ OR - 2° angular
+ OR - 1mm radial
- DISCHARGE:** Large one piece wall to floor design to eliminate hangup & binding

All body welds run in line with load discharge to prevent unnecessary wear & damage.

Nil internal obstructions which may cause product build up or binding.

DISCHARGE SIDE: To client choice, road or kerb side

KINGPIN: Bolt in removable type, 50mm. Road Train Rated.

SKIDPLATE: Height set at 1,300mm, fabricated from **Strenx 700** plate with bolt in key block for ballrace

HYDRAULICS: Powered from Prime mover with all air operated diverter valves located on each trailer.
Air switches only needed in prime mover for trailer operation.
As body tips door activates automatically and opens first.
Trailer has manual valve also in case of truck hydraulics failure, another prime mover can power hydraulics and be operated manually for discharge without necessary controls inside of cab.
All hydraulic fittings are quick release to front and rear.
All trailers set up for quad operation
Festo quick release 6mm airlines for hydraulic valve operation

MAIN VALVING: Unique RWT design 3 in 1 made from solid aluminium billet with in built pressure relief

OIL FILTER: MP inline filter with cast housing & sight glass. Filter to 25 micron.

FLOW DIVIDER: Cross Gear Driven hydraulic flow divider to guarantee oil supply evenly to front and rear of body main lift cylinders. This will ensure even tipping.

PIPING: **Stainless steel 316L** hydraulic pipes to outside of chassis, spaced and or staggered to allow easy spanner access to fittings.
Hydraulic pipes and hoses to be bracketed and clamped to prevent chaffing.
Hydraulic lines to have front entry into trailer, not up thorough dolly.

MAIN TIP RAMS: Two (2) QMN Single stage 6" Ø, double acting hydraulic cylinders externally mounted to each end of body (35 Tonne capacity).
Cylinders fully chromed, skived & roller burnished.
Remote grease lines fitted to top & bottom cylinder pivot

DOOR OPENING: Two (2) only QMN 14 Tonne double acting, single stage 3" Ø cylinders fitted to each end of body
Cylinders fully chromed, skived & roller burnished.

CYCLE TIME: Testing based on 120 litres per Minute (30 gallon), at 30° C
Door opening: 4.3seconds
Door opening and body up: 17 seconds
Door close and body down: 13 seconds
Approximate total cycle time 30 seconds

TIPPING ANGLE: 47° Tipping angle

AXLES: K-Hitch (KF26BG15L1850N) Pan19 11.5t Disc brake, Parallel bearing, 10 x 285 PCD

SUSPENSION: RWT JATO Fully cast - 2.4m spread mechanical suspension 10 leaf, 90mm wide spring packs.
Fully cast suspension with tapered Mullins rubber bushes.
Widest and most stable mechanical suspension available on the market today.

HUBODOMETER: Hubodometer mechanical type fitted to centre axle driver side.

TYRE CARRIER: Dual swinging type - 11R22.5 & 385-65R22.5 capacity

MUD FLAPS: Rubber 'RWT' flaps to front and rear of suspension with rubber tensioned guards over suspension group. Guards tapered to eliminate dirt build up. Protection flap between landing legs

FINISH: All surfaces to be painted will be cleaned of all weld spatter
Temporary weld tack's sanded smooth
Abrasive blast
Paint thickness to manufactures specification
All touch up's of paintwork to blend
Paint work to be of consistent thickness with high gloss finish and no runs
Body: 2 pack primer and paint (One colour)
Chassis: 2 pack (One colour)

BRAKES: Air Brake Corporation (ABC), to current ADR 38/05 in Road Train specification with yard release and WABCO EBS braking.

ELECTRICAL: To current ADR 13 requirements using Hella Mutivolt LED lights
3 in 1 Heavy duty with 8 to 28 volt range and 0.8 power consumption
All wiring in AME electrical loom and connections using Deutsch double "O" ring sealed plugs. IP66 rating.

TYRES: Firestone,11R22.5, tyre (13 off).

RIMS: 10 stud 285 PCD, 8.25 x 22.5 Alloy wheels (13 off).

FIFTH WHEEL: K-Hitch 50mm (greaseless) 190Kn

LANDING LEGS: Sampa Dual Speed, 50T Static capacity with heavy duty bracing and high tensile bolts.

LIFTING LUGS: Lifting lugs front and rear.

LOAD COVER: Roll tarp in PVC to choice of standard colours with Rollrite spring loaded arm to assist with rolling.

SIGNS: All statutory signs, including removeable "Long Vehicle" and "Road Train" and rear marker signs

TARE: 7,850Kg + OR - 3% (based on specifications listed).

PRE DELIVERY: All service points to be serviceable and accessible
All brake, hydraulic, air and electric lines to be of correct working length and be bracketed, clamped and tied to prevent chaffing / pinching
All brakes to be adjusted, lubricated and tested
All hydraulics to be tested and checked for leaks
All axles to be laser aligned

DELIVERY: Delivery ex our premises, Trailer Sales Brisbane

EXTRAS: S&K Conveyor Belt in front of landing legs

S&F 2 additional roadwest mudflaps to rear
Aluminium checker in front of mudguards
Stucci screw fittings ILO Tema 10,000
Glad Hand Air Fittings ILO PBR Fittings



Specification
Tri Axle Door "B" Type Side Tipper
"Hard - Lite" ® - Patented Flexible Series

DIMENSIONS:	10,250 mm long x 3,130 mm high x 2,490 mm wide (overall) 8,400 mm x 1,325 mm x 2,450 mm internal bin dimensions Length to suit tandem OR tri axle dolly.
CAPACITY:	24m ³ (nominal)
BODY:	Patented Roadwest unique floating body Fully fabricated Body using SSAB high quality steels 5mm Hardox 500 TUF side walls - Radius style 5mm Hardox 500 TUF side discharge door 5mm Hardox 500 TUF floor Coamings - Hardox pressed coaming Load deflectors to each end of body Door Deflectors incorp door cylinder mounts to each end of door Door/Pivot made from heavy wall bar (41/40) & bushes for hinging of door and body. Grease nipples fitted for easy maintenance.
CHASSIS:	Fabricated high tensile steel (Strenx 700 Mpa) one piece web, top and bottom flange. 3 pivot bolsters mounted to chassis (for body tip).
WELDING:	All welds to be carried out in the optimum position All vertical welds to be up hand No porous welds No weld grind back (thinning weld runs) No heavy grind marks that will show when painted No undercut or rolling welds Chassis & Body fully welded (inside and out)
PRESSINGS:	All body pressings per general fabrication tolerances with pressings and profile cutting that are to be welded must match with minimum clearances, making for stronger welds + OR - 1mm linear up to 2m, + OR - 2mm over 2m. + OR - 2° angular + OR - 1mm radial
DISCHARGE:	Large one piece wall to floor design to eliminate hangup & binding All body welds run in line with load discharge to prevent unnecessary wear & damage. Nil internal obstructions which may cause product build up or binding.
DISCHARGE SIDE:	To client choice, road or kerb side
KINGPIN:	Bolt in removable type, 50mm. Road Train Rated.

SKIDPLATE:	Height set at 1,300mm, fabricated from Strenx 700 plate with bolt in key block for ballrace
HYDRAULICS:	Powered from Prime mover with all air operated diverter valves located on each trailer. Air switches only needed in prime mover for trailer operation. As body tips door activates automatically and opens first. Trailer has manual valve also in case of truck hydraulics failure, another prime mover can power hydraulics and be operated manually for discharge without necessary controls inside of cab. All hydraulic fittings are quick release to front and rear. All trailers set up for quad operation Festo quick release 6mm airlines for hydraulic valve operation
MAIN VALVING:	Unique RWT design 3 in 1 made from solid aluminium billet with in built pressure relief
OIL FILTER:	MP inline filter with cast housing & sight glass. Filter to 25 micron.
FLOW DIVIDER:	Cross Gear Driven hydraulic flow divider to guarantee oil supply evenly to front and rear of body main lift cylinders. This will ensure even tipping.
PIPING:	Stainless steel 316L hydraulic pipes to outside of chassis, spaced and or staggered to allow easy spanner access to fittings. Hydraulic pipes and hoses to be bracketed and clamped to prevent chaffing. Hydraulic lines to have front entry into trailer, not up thorough dolly.
MAIN TIP RAMS:	Two (2) QMN Single stage 6" Ø, double acting hydraulic cylinders externally mounted to each end of body (35 Tonne capacity). Cylinders fully chromed, skived & roller burnished. Remote grease lines fitted to top & bottom cylinder pivot
DOOR OPENING:	Two (2) only QMN 14 Tonne double acting, single stage 3" Ø cylinders fitted to each end of body Cylinders fully chromed, skived & roller burnished.
CYCLE TIME:	Testing based on 120 litres per Minute (30 gallon), at 30° C Door opening: 4.3seconds Door opening and body up: 17 seconds Door close and body down: 13 seconds Approximate total cycle time 30 seconds
TIPPING ANGLE:	47° Tipping angle
AXLES:	K-Hitch (KF26BG15L1850N) Pan19 11.5t Disc brake, Parallel bearing, 10 x 285 PCD
SUSPENSION:	RWT JATO Fully cast - 2.4m spread mechanical suspension 10 leaf, 90mm wide spring packs. Fully cast suspension with tapered Mullins rubber bushes. Widest and most stable mechanical suspension available on the market today.
HUBODOMETER:	Hubodometer mechanical type fitted to centre axle driver side.
TYRE CARRIER:	Dual swinging type - 11R22.5 & 385-65R22.5 capacity
MUD FLAPS:	Rubber 'RWT' flaps to front and rear of suspension with rubber tensioned guards over suspension group. Guards tapered to eliminate dirt build up. Protection flap between landing legs

FINISH:	All surfaces to be painted will be cleaned of all weld spatter Temporary weld tack's sanded smooth Abrasive blast Paint thickness to manufactures specification All touch up's of paintwork to blend Paint work to be of consistent thickness with high gloss finish and no runs Body: 2 pack primer and paint (WHITE) Chassis: 2 pack (RED)
BRAKES:	Air Brake Corporation (ABC), to current ADR 38/05 in Road Train specification with yard release and WABCO EBS braking.
ELECTRICAL:	To current ADR 13 requirements using Hella Mutivolt LED lights 3 in 1 Heavy duty with 8 to 28 volt range and 0.8 power consumption All wiring in AME electrical loom and connections using Deutsch double "O" ring sealed plugs. IP66 rating.
TYRES:	Duran 11R22.5, tyre (13 off).
RIMS:	10 stud 285 PCD alloy 'forged' wheels. (13 off)
TOW BRACKET:	Fabricated bracket including air,electrics and hydraulic couplings to rear with rubber protection flap. Protection to rear section Trailer set up for 4 trailer operation.
TOW COUPLING:	Ringfeder Type 303 AUS, 50mm coupling fitted (320Kn)
LANDING LEGS:	Sampa Dual Speed, 50T Static capacity with heavy duty bracing and high tensile bolts.
LIFTING LUGS:	Lifting lugs front and rear.
PUSH PLATES:	Heavy duty bolt on push plates fitted to rear of chassis each side.
LOAD COVER:	Roll tarp in PVC RED with Rollrite spring loaded arm to assist with rolling.
SIGNS:	All statutory signs, including removeable "Long Vehicle" and "Road Train" and rear marker signs
TARE:	8,800Kg + OR - 3% (based on specifications listed).
PRE DELIVERY:	All service points to be serviceable and accessible All brake, hydraulic, air and electric lines to be of correct working length and be bracketed, clamped and tied to prevent chaffing / pinching All brakes to be adjusted, lubricated and tested All hydraulics to be tested and checked for leaks All axles to be laser aligned
WATER TANK:	50L Stainless Steel Cylindrical Polished Watertank fitted at rear No welded bracket
TOOLBOX:	Lockable tool box (600mm x 450mm x 450mm) fitted - Steel P/Coated with Polished S/S curved edge lid
DELIVERY:	Delivery ex our premises, '

EXTRAS:

S&K Conveyor Belt in front of landing legs

S&F 2 additional roadwrest mudflaps to rear

Aluminium checker in front of mudguards

Stucci screw fittings ILO Tema 10,000

Glad Hand Air Fittings ILO PBR Fittings



Specification Tri Axle Dolly

BASE UNIT:	Fully fabricated "Sandwich" beam construction Tapered front and rear of frame for under chassis clearance Fabricated using high tensile steel (Strenx 700).
LIGHT BAR:	Fabricated & bolt on from high tensile steel
WELDING:	All welds to be carried out in the optimum position All vertical welds to be up hand No porous welds No weld grind back (thinning weld runs) No heavy grind marks that will show when painted No undercut or rolling welds Chassis fully welded (inside and out)
FIFTH WHEEL:	K-Hitch 50mm (greaseless) 190Kn
AXLES:	K-Hitch (KF26BG15L1850N) Pan19 11.5t Disc brake, Parallel bearing, 10 x 285 PCD
HUBODOMETER:	Hubodometer mechanical type fitted to centre axle driver side.
SUSPENSION:	RWT JATO Fully cast - 2.4m spread mechanical suspension 10 leaf, 90mm wide spring packs. Fully cast suspension with tapered Mullins rubber bushes. Widest and most stable mechanical suspension available on the market today.
TOW EYE:	GMBH VBG heavy duty with swivel coupling - Roadtrain rated - 260Kn
DRAWBAR:	Pivoting type fabricated from RHS and braced to Road Train Specifications. Single Pull (900mm) with chequer plate to rear of drawbar. Step and grab handle fitted. Wind down leg for ease of use and height adjustment. Length subject to axle spacing requirements (3,000mm to 5,000mm centre of eye to turntable)
MUD GUARDS:	Mud flaps to front and rear of suspension with rubber tensioned over each wheel group. Steel quarter guards at front & rear of each wheel for attachment of guards and mudflaps.
BRAKES:	Air Brake Corporation (ABC), to current ADR 38/05 in Road Train specification with yard release and NIL EBS braking. EBS cable supplied.
ELECTRICAL:	To current ADR 13 requirements using Hella Mutivolt LED lights 3 in 1 Heavy duty with 8 to 28 volt range and 0.8 power consumption All wiring in AME electrical loom and connections using Deutsch double

"O" ring sealed plugs. IP66 rating.

HYDRAULICS

Dual hydraulic line (side tipper)
Included in both;
- Stainless steel solid line(s)
- Approx. 850mm flexible hose to front of solid line with hose tail.
Hose tail is swaged to flexible line and is threaded to allow for coupling to bolt to. Male & female Tema 1" BSP supplied.
Rear of solid line has elbow for hydraulic coupling to bolt onto.

TYRES:

DURAN 11R22.5, tyre (12 off).

RIMS:

10 stud 285 PCD alloy "forged" wheels.

FINISH:

All surfaces to be painted will be cleaned of all weld spatter
Temporary weld tack's sanded smooth
Abrasive blast
Paint thickness to manufactures specification
All touch up's of paintwork to blend
Paint work to be of consistent thickness with high gloss finish and no runs
Body: 2 pack primer and paint (RED)
Chassis: 2 pack (RED)

SIGNS:

All statutory signs, including rear marker signs. "Road Train", "Long Vehicle" included.

TARE:

3,600Kg + OR - 3% (based on specifications listed).

GREASE LINES:

Grease lines banked and fitted to drivers side for ballrace

PRE DELIVERY:

All service points to be serviceable and accessible
All brake, hydraulic, air and electric lines to be of correct working length
and be bracketed, clamped and tied to prevent chaffing / pinching
All brakes to be adjusted, lubricated and tested
All hydraulics to be tested and checked for leaks
All axles to be laser aligned

DELIVERY:

Delivery ex our premises, Trailer Sales Brisbane

EXTRAS:

S&K Conveyor Belt in front of front axle
S&F 2 additional roadwest mudflaps to rear
Aluminium checker in front of mudguards
Stucci screw fittings ILO Tema 10,000
Glad Hand Air Fittings ILO PBR Fittings
Additional step on drawbar