

KING TRAILERS LIMITED

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GTL106/4HS-19.5 – Full Steering Hydroneck Low Loader

29.08.12



Key features

Gooseneck – King Hydroneck hydraulically operated removable type, with 'Hook and Go' neck to deck connections. 3.5" SAE/SMMT Kingpin. Steering Wedge mounted to heavy duty Turntable, integral top deck complete with front mounted toolbox.

Main deck – Continuous rolled section I beam mainrails; steel I beam cross members at 600mm centres. 8.864m long x 2.74m wide, covered in 70mm thick Keruing hardwood. Angled leading edge for ease of loading.

Rear deck – Fully load bearing low profile rear bridge, 5.345m long x 2.740m wide - covered in 8mm thick steel chequer plate. Boom gully is fitted as standard.

Running gear – 4 x 15 tonne axles are fitted with fully equalising air suspension. A raise and lower facility is fitted as standard. All axles are power steered hydraulically from the Kingpin sender unit. A power override facility is incorporated as standard, operated from a handheld Wanderlead. Wheels and tyres – Twin low profile 285/70R 19.5 tubeless tyres fitted to U19.5 x 8.25 steel wheels – 10 stud ISO spigot fixing – 16 off supplied.

Brakes – E.C. Compliant 2 line brake system complete with EBS.

Electrics – 24V ISO standard system wired via two 7-pin sockets and one-15 pin socket. Rear lights, licence plate light, front marker lights and regulation side markers. Rear markers to ECE70. Dedicated ISO 7638 EBS Connector. An electric powerpack is provided operated from the tractor unit batteries, to provide hydraulic power for the steering override facility. Automatic steering alignment as standard. Hydraulic operation all via push button control.

Body fittings – 6 pairs of shackles on main deck, 4 pairs of shackles on rear bridge (14) pairs of slide out type outriggers fitted to main deck as standard equipment.

Spray suppression – Spray Suppression fitted conforming to BSAU200T.

Finish – All steel parts are shot blasted (SA2.5) prior to fabrication. The structure is cleaned prior to the application of a high build primer, followed by the application of a two pack, single colour polyurethane top coat (colour of customer's choice).

Options – A full range of options suitable for your specific operating requirements is available on request.

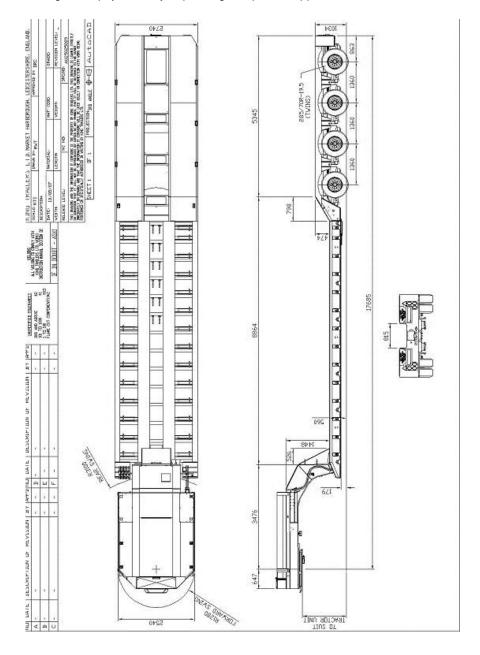


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Plating Data	Design	(40mph) (64kph)	(12mph) (20kph)
Gross trailer weight	106,000kg	100,600kg	106,000kg
Axle capacity	15,000kg	13,650kg	15,000kg
Kingpin loading	46,000kg	46,000kg	46,000kg
Approx. tare weight*	22,620kg	22,620kg	22,620kg
Payload (approx.)	N/A	77,980kg	83,380kg

^{*}Tare weight and payload vary depending on options supplied.



KING VEHICLE ENGINEERING LIMITED AND ASSOCIATED COMPANIES



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